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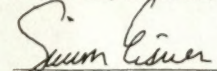
Board of Supervisors  
Planning Commission and  
People of the County of Santa Barbara

We present herein a summary of the findings of the research which was undertaken during the past year as a basis for formulation of the General (Master) Plan for the County of Santa Barbara.

Both California law and common sense indicate the County's long range plan must be developed with consideration for existing conditions, available resources, and the aims and objectives expressed by the people. These have been the subjects of the research program. This report is therefore submitted as an aid to understanding the proposals to be set forth in the Plan itself.

We wish to express our thanks to the public officials, Citizens' Committee members and the general public for the assistance given us during this study. Our special gratitude is expressed to the people of Santa Barbara County whose cooperation and interest have brought the goals of the planning program within reach.

Respectfully submitted,

  
Simon Eisner and Associates  
and the Planning staff of the  
County of Santa Barbara

CITY AND REGIONAL PLANNING • SUBDIVISION DESIGN • REDEVELOPMENT • SITE PLANNING

# CONTENTS

INTRODUCTION	PAGE
I. BACKGROUND.....	2
HISTORY, REGIONAL RELATIONSHIPS, TERRAIN, CLIMATE, SOILS AND MINERALS, WATER SOURCES.	
II. ECONOMIC AND POPULATION GROWTH.....	16
THE ECONOMIC BASE, BASIC INCOME AND POPU- LATION, URBAN GROWTH AND FISCAL TRENDS.	
III. THE LAND USE PATTERN.....	24
THE ENTIRE COUNTY, SUBAREAS OF THE COUNTY.	
IV. THE CIRCULATION SYSTEM.....	44
RAIL AND AIR TRANSPORT, THE HIGHWAY SYSTEM.	
V. COMMUNITY FACILITIES.....	48
WATER SUPPLY, STORM DRAINAGE, SANITARY SYSTEMS, REFUSE DISPOSAL, SCHOOLS, LIBRAR- IES, PARKS, RIDING AND HIKING TRAILS, HIS- TORICAL AREAS, OTHER COMMUNITY FACILITIES.	
VI. COMMUNITY APPEARANCE.....	58
VII. THE CITIZEN'S ROLE IN PLANNING.....	64
VIII. FORMULATING THE PLAN.....	66



# INTRODUCTION

In November of 1960 the Santa Barbara County Board of Supervisors secured the services of consultants, Simon Eisner and Associates, and assigned four members of the Planning staff to work with them in the preparation of a General, or Master Plan for the unincorporated areas of the County.

A General Plan, when adopted by the local governing body, is an expression of public policy reflecting the public interest in the use of land and other resources. It is a guide for future land development and redevelopment as well as for the provision of public facilities. It consists of a map or maps and supporting written policies. According to State law, the Plan is

*Comprehensive*—encompassing all types of land use, circulation, and community facilities necessary to serve the people;

*Long-Term*—looking as far into the future as is reasonable; and

*General*—establishing approximate boundaries and locations for the various uses of land, and setting forth principles for land development

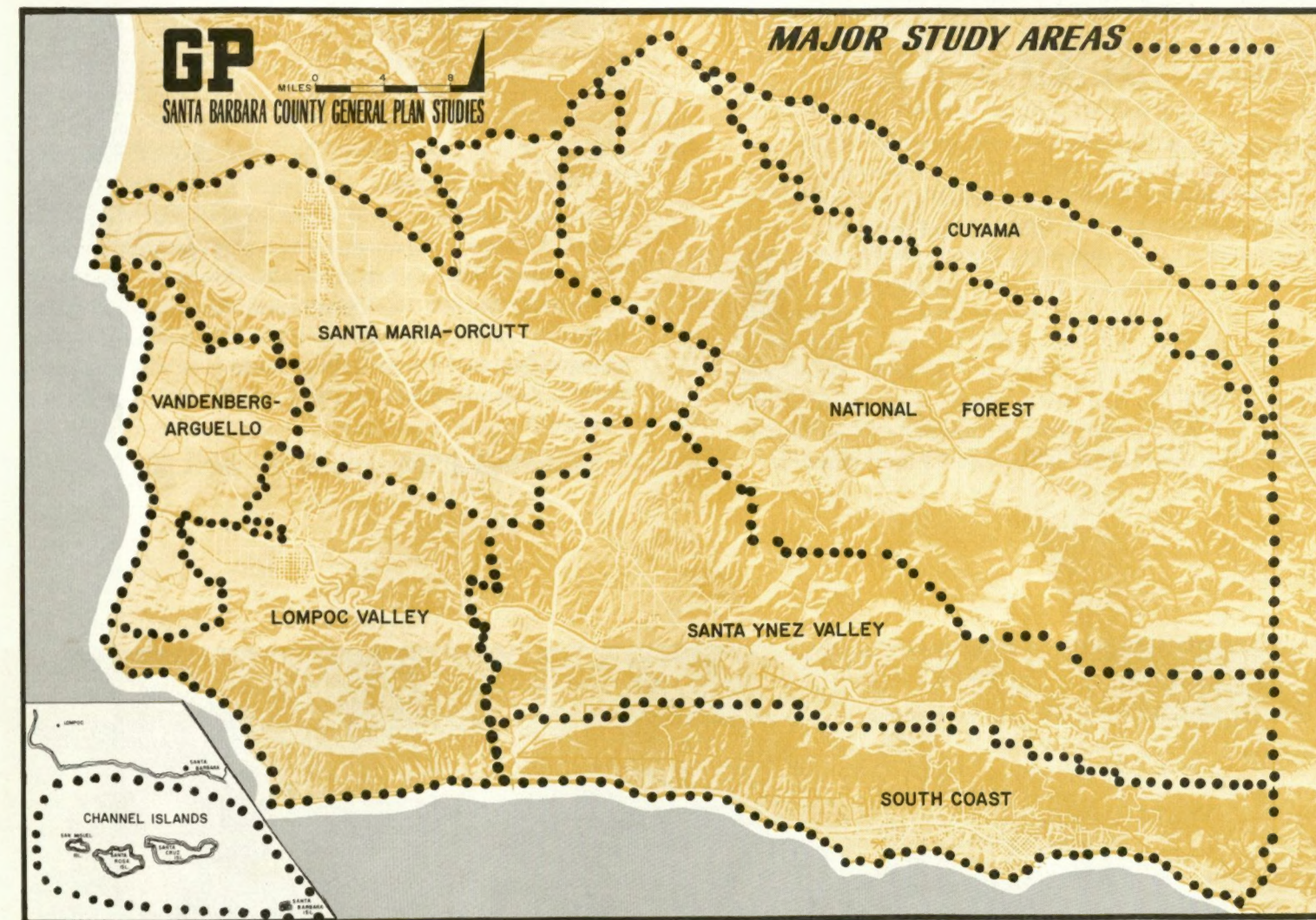
In summary, the Plan is a comprehensive, long-term, general policy guide depicting future relationships between people and their needs for residential areas, shopping areas, industrial areas, highways and transportation terminals, schools, parks and open spaces, and other community facilities.

Because it is a policy, the General Plan is adopted by resolution. IT IS NOT A LAW. It can therefore be flexible, permitting continuous review of land use proposals and adjustment to new conditions as they arise—*provided* the adjustments are made only after study, and after the public hearings required by law.

THE PLAN IS NOT ZONING! Zoning is a specific statement of contemporary regulations governing land use and development. It is established by ordinance as a law. However, changes in the Zoning Ordinance (as well as application of the subdivision regulations, planning of capital improvements, etc.) must reflect the guides and proposals in the General Plan if the pattern of physical development is to evolve in the best interests of the entire community.

The General Plan program was scheduled for a two year period, the first year to be spent in research projects concerning the use of land, the economy, resources, public facilities and community attitudes. The second year is to be taken up in applying the research findings to the formulation of the Plan. The purpose of this report is to summarize the results of the first year's work. The report is an abstract of the materials which have been collected and studied. The details of the work are available for reference in the Planning Department's files.

The incorporated cities within the County have their own Plans or are preparing them, but since it would be meaningless to consider the future prospects for Santa Barbara County without reference to these urban centers, data concerning them have been gathered with the assistance of their officials and personnel and have been consolidated in this research report.



APPOINTMENTS TO CITIZEN PLANNING COMMITTEES WERE BASED UPON STUDY AREA BOUNDARIES



# BACKGROUND

## HISTORY —

The image of Santa Barbara County is a composite of its natural features and a long series of historic events. Perhaps more than in any other County in the State, historic incidents here have not only influenced urban development but have been perpetuated in celebrations, names of natural and man-made features, architecture, tradition and landmarks. The story of these occurrences—how, why, when and where they happened—is a fascinating and enlightening one, indispensable to an understanding and appreciation of the County and its people.

Ages ago, the unique topography of the County—with its east-west river basins bounded by mountain and foothill ranges, and its off-shore islands—was created by successive uplifting and lowering of the terrain. In this process, diatomaceous earth deposits derived from the skeletons of microscopic sea plants were formed on the ocean floor, and later raised above sea level near the present site of the City of Lompoc (where they are now mined). Throughout the County, sedimentation and subsequent earth pressures created a sandstone rock structure which forms the area's picturesque terrain. Associated with this geological phase were the earth movements which in early historic times toppled all three of the Missions in the County.

Archeological investigations on the Channel Islands

reveal that man probably occupied them, and presumably the mainland, as long as 30,000 years ago. Excavations on the mainland have unearthed three stages of Indian culture—the Oak Grove, the Hunting People, and the Canalinos. The latter populated the County in 1542 when Juan Cabrillo discovered Santa Barbara Channel to inaugurate the historical period.

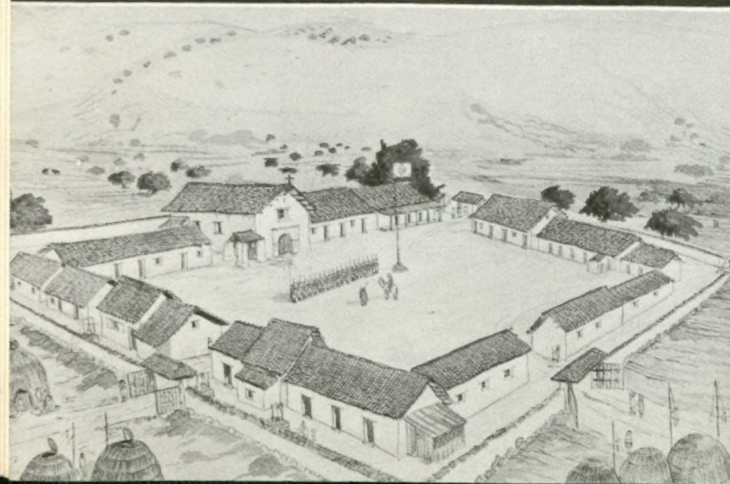
In 1602, the exploratory voyage of Vizcaino brought him to the Channel on the feast day of Saint Barbara (this being the origin of the name of the Channel, the County and its County seat), but after this, the area was not again visited by civilized man until Portola's expedition under Spanish orders in 1769. The account of Portola's trek up the coast from San Diego to Monterey, written by Father Crespi, reveals the origin of such names on his route as

Carpinteria, Mescaltilan, Gaviota, Cojo, Point Conception, Graciosa and Oso Flaco. Knowledge of the country gained from this exploratory trip led to the founding of Santa Barbara Presidio in 1782, the Santa Barbara Mission in 1786, La Purisima Mission at Lompoc in 1787, and the Santa Ines Mission in 1804. All three Mission sites were chosen because of their central location with respect to surrounding Indian rancherias or villages with large populations to be Christianized, and because of abundant water, fertile soils, and available wood.

For about fifty years the Mission fathers labored at converting the Indians, improving their buildings, and creating wealth in the form of tens of thousands of cattle and sheep and hundreds of acres of cultivated lands producing grains, fruits and vegetables. During this period,

4

SANTA BARBARA PRESIDIO  
PAINTING BY RUSSELL RUIZ



FLOWER FESTIVAL IN SANTA BARBARA  
COURTESY SANTA BARBARA NEWS-PRESS



STAGE COACH RUTS IN SOLID ROCK NEAR  
SAN MARCOS PASS  
SANTA BARBARA COUNTY PHOTO



FISHING AT STEARN'S WHARF  
COURTESY SANTA BARBARA NEWS-PRESS



MULE CAR TO MONTECITO'S HOT SPRINGS  
COURTESY SANTA BARBARA NEWS-PRESS

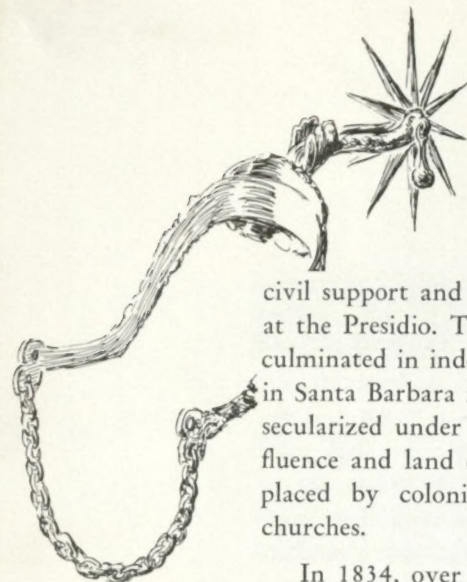


SANTA INES MISSION IN SOLVANG  
COURTESY SANTA BARBARA NEWS-PRESS



5





civil support and control were maintained by the soldiers at the Presidio. The Mexican Revolution, begun in 1810, culminated in independence from Spanish rule (celebrated in Santa Barbara in 1822) and in 1833 the Missions were secularized under a plan whereby the strong religious influence and land ownership of the Padres were to be replaced by colonization, civil governments, and parish churches.

In 1834, over 26,000 acres of the Nuestra Senora del Refugio Rancho were granted to Antonio Ortega. Subsequently, the major portion of the County was parceled out in land grants to favored applicants with sufficient cash. This inaugurated a thirty year period from which much of our Spanish heritage derives. These were the fabulous days of the cattle baron — owning up to 100 square miles of land, living what is now called the romantic life of the caballero, the gay señoritas and the dons, and described so vividly in Richard Henry Dana's *Two Years Before The Mast*. From this period derives Santa Barbara's annual Fiesta, the Rancheros Visitadores trek, the Santa Ines Mission Carnival, Lompoc Mission Fiesta, and all of the color and activity depicted in publicity designed to attract tourists. During this time the few trails between Missions which followed what are now the Coast Highway, Refugio Pass Road, San Julian Road and the Lompoc-Casmalia-Guadalupe Road were expanded and improved to provide access to the ranchos. Routes originally used by the Indians were widened to accommodate horses and carretas, and later, wagons.

6

In 1846 Col. John C. Fremont followed one of these routes which entered the County area north of what is now Santa Maria, marching eastward along the Santa Maria River to the present vicinity of Sisquoc, and thence through Foxen Canyon (where his campsite is a historical landmark) to the Santa Ynez Valley. By-passing the Santa Ines Mission to the east, he climbed to the summit of San Marcos Pass by way of an old Indian trail. The ordeal of descending the precipitous southerly slope of the Santa Ynez Mountains on Christmas Day and night, 1846, to capture Santa Barbara for the American forces, is described by the diarist Edward Bryant in *What I Saw in California*. This route down the mountain later became the toll road for stage coaches traveling between Santa Barbara and Los Olivos. Fremont's victory, achieved without firing a shot, ended the Spanish-Mexican period.

April 9, 1850 marked the beginning of Santa Barbara's existence as an American city, although California was not admitted to the Union until September of that year. The population of the entire County then (which included what is now Ventura County until 1873) was only 1,185. The principle sources of income for the area were hides and tallow obtained from cattle, although several enterprising ranchers made fortunes following the 1849 gold rush by driving cattle to the northern gold fields for sale as food. The great cattle ranches were largely broken up after the drought of 1863, when lack of water and feed reduced the herds from several hundred thousand to a few thousand. By 1870 Santa Barbara City had grown to about 3,000. It still had a high percentage of people of Spanish

and Mexican ancestry, but it was being infiltrated by Yankee traders and others attracted to its climate, natural beauty, and mode of living.

One of those who visited Santa Barbara in 1872 was Charles Nordhoff. His roseate descriptions of the City and its environs published in Eastern magazines and newspapers were responsible for a wave of immigration of people wealthy enough to enjoy the area's attractions. Many began visiting the community during the winters, while others became permanent residents. Santa Barbara began to have a nation-wide reputation for its climate and beauty. Some of those who came to the City of Santa Barbara subsequently moved on to establish other communities in the County, the first of which was Guadalupe, settled in 1874 as a trading center for a large agricultural and stock raising area.

Lompoc had its beginnings at about this same time with its establishment as a land colonization project—with prohibition against liquor as one of its basic laws. And Summerland, formerly called Fenton, was settled in this period, and in 1888 it was subdivided in to 25 by 60 foot lots to provide tent sites for a colony of spiritualists. Santa Maria, first called Central City, was founded just before 1880 as a trading center for the surrounding ranches, and Los Alamos was laid out as a townsite a few months later.

The origin of other communities settled at later dates can be traced to the growth of agriculture. Santa Ynez, which once had a larger population than it has today, was

founded in 1882 as a community center for settlers on the College Rancho. Los Olivos was established after the Pacific Coast Railroad was built to link the community with Port Harford in San Luis Obispo County in 1887. This rail connection was to facilitate the shipment of agricultural products from the Santa Ynez Valley and points to the north. Until completion of the Southern Pacific line connecting Los Angeles and San Francisco, Los Olivos was the northerly end of the stage coach link to Santa Barbara.

Solvang is a more recent community, having been founded as a colony by members of the Danish-American Corporation in 1911. Its Danish-styled buildings and annual Danish Days celebration, together with its old Santa

7

MISSION LA PURISIMA NEAR LOMPOC

PHOTO BY WILKES





Ines Mission, make it a tourist attraction of considerable importance.

Extension of the Southern Pacific Railroad to Santa Barbara in 1887 placed the city on the map. Real estate boomed with the expectation of an early connection by rail with San Francisco. But fifteen years later, the line had been extended no further than Ellwood. Nevertheless, Santa Barbara grew rapidly, and by 1890 the city had nearly doubled its population of a decade before.

In 1895 an oil strike in Summerland resulted in the first oil wells drilled on piers in the ocean, introducing a type of development which contributed greatly to the County's tax base. The Town of Orcutt, named after the oil geologist, was established as a result of the opening of the Union oil field south of Santa Maria in 1902. The greatest strike of all, at Ellwood, occurred in 1928. And as recently as 1948, Richfield Oil Company discovered the rich Cuyama field.

In recent years oil production has provided about one-fifth of the County's tax revenue. At the same time, it has markedly affected the development of land for other purposes in such localities as Summerland, La Mesa in Santa Barbara, and areas north of Lompoc and south of Santa Maria. The attention of oil companies has lately been directed to the area offshore from the south coastal portion of the County. So far, although some gas has been discovered, there have been no major strikes.

While Santa Barbara County has been rich in oil and gas resources, it has been short in water supply — an essen-

tial element of community growth. Availability of water was a prime requisite in the founding of each of the County's communities (starting with each of the three Missions), and dams, reservoirs and aqueducts or wells preceded each. Until recent years, agriculture had been the major element in the County's economy, and agriculture must have artificially impounded water in a semi-arid climate.

In 1910, city fathers in Santa Barbara began planning for more water, and in 1920 Gibraltar Dam was completed. As early as 1938 County Supervisors recognized the need for more water in the south coastal area by authorizing surveys for a County-wide Water Plan, and in 1953 the Cachuma Dam was completed. Now the Supervisors are negotiating for water imported from the northern part of the State, without which population growth would be eventually limited.

Growth in Santa Barbara County historically has been slow but steady because of its distance from the two major metropolitan areas of Los Angeles and San Francisco, and because of relatively poor transportation facilities. The quality of development has been high, however, and the combination of climate, natural beauty and man-made improvements attracted tourists, vacationers, convention goers and retired persons to the south coastal area. Industry was discouraged for many years because of fear that it would spoil the area and unduly accentuate the rate of population growth. In the middle 1950's, however, the attitude toward industry changed. Availability of ade-

quate water from Cachuma, acquisition of four-hundred acres in Goleta for a major branch of the University of California, and the setting aside of substantial and well-publicized areas for industrial development inaugurated a period of rapid growth in the City of Santa Barbara and the rest of the south coastal area, particularly the Goleta Valley. Refugees from the smog, traffic and congestion of the Los Angeles metropolitan area discovered a haven in the Santa Barbara area.

In 1957 the Federal Government converted World War II's 68,000 acre Camp Cooke into the Vandenberg Air Force Missile Base. In the following four years Santa Barbara County experienced its greatest growth in history,

nearly 70,000 persons, of which about 50,000 can be attributed directly to the Vandenberg and Point Arguello bases. The major impact of this has been in the Lompoc and Santa Maria areas.

Thus, Santa Barbara County's image now includes the vehicles of the space age which are launched only five miles distant from one of the Missions which attended its birth. Yet the County still reveres and preserves its heritage of the Indian, Spanish and Mexican era. Hopefully, the vestiges of this period will attain the significance and stature of Faneuil Hall or the Old South Church in Boston, Independence Hall in Philadelphia, Mt. Vernon, Williamsburg, and New Salem, Illinois.

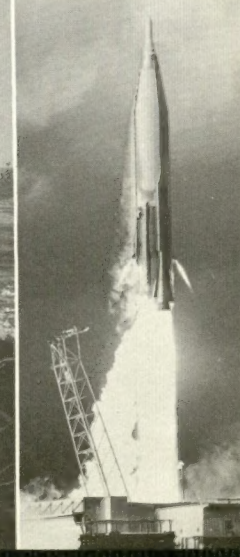
HARVESTING ALFALFA NEAR SANTA MARIA  
PHOTO BY WILKES



TANKER LOADING OIL NEAR EL CAPITAN  
S. B. COUNTY PHOTO



ATLAS ICBM BEING LAUNCHED AT  
VANDENBERG AIR FORCE BASE  
U. S. AIR FORCE PHOTO





# REGIONAL RELATIONSHIPS

Santa Barbara County lies along the southern California coast about one hundred miles northwest of Los Angeles. It is in this area that the coastline abruptly changes direction. The south coast of the county lies nearly east and west, while the west coast has an overall trend which is very close to north and south. It is isolated to some extent by the rough topography around its inland borders, thus surface transportation links with outside areas are limited in number. U. S. Highway 101, the principal through highway, leads northerly from the County to San Francisco, and southeasterly to Los Angeles. Another route, U. S. Highway 399, leads from the Cuyama Valley northeasterly to Bakersfield in the San Joaquin Valley. Between these entrances to the County there exist long stretches of its northern and eastern borders with no highway linkage to the hinterlands. The Cuyama Valley is isolated from the balance of the County by mountains, and it is necessary to pass through portions of neighboring counties to reach the south and west parts of Santa Barbara County from this area.

The County's main rail service is provided by the Southern Pacific Railroad, the main line of which extends outward from the County along much the same course as U. S. Highway 101, north to San Francisco and

southeast to Los Angeles. Air transportation links to outside areas are provided through commercial service to and from the Santa Barbara and Santa Maria Airports. Ocean shipping is no longer handled at County ports except where oil is loaded into tankers at offshore connections. Cattle and sheep raised on the Channel Islands are now sent to a Ventura County landing.

All public transportation to and from Santa Barbara County moves in the same directions as the coast line. No form of scheduled public transportation carries either passengers or freight directly to Kern County even though it touches this County. Those people who live in the Cuyama frequently travel into San Joaquin Valley towns by way of U. S. Highway 399. People from all other portions of the County generally use roads through Ventura or Paso Robles when driving to the central portion of the State.

The commercial market of the County extends into adjoining counties, but the principal tie to a large industrial center is to Los Angeles. The continued growth of that metropolitan center is likely to have an increasing influence on the County of Santa Barbara even though separated by formidable topographic barriers.



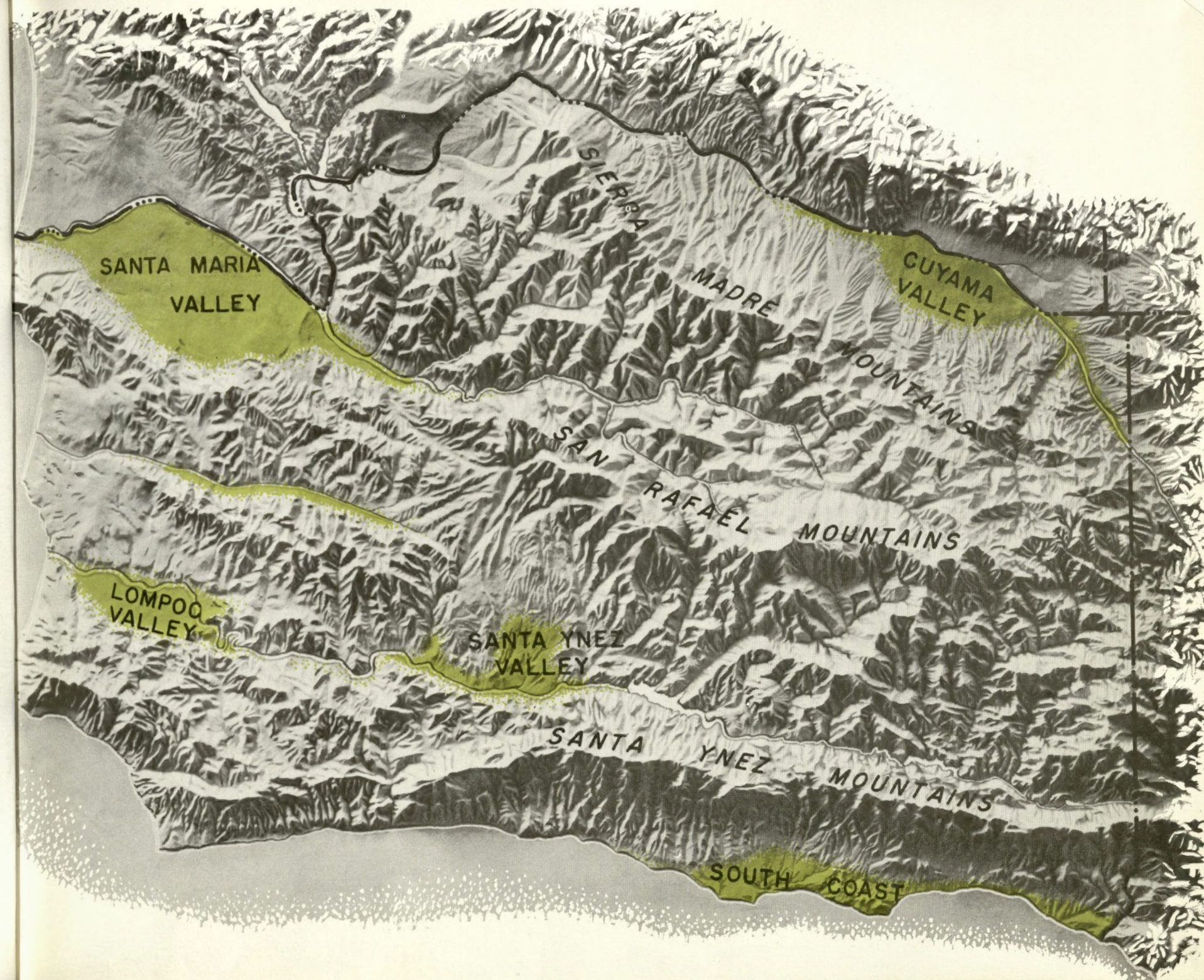


## THE PHYSICAL SETTING

Santa Barbara County, including its Channel Islands, contains an area of 2774 square miles, nearly half of which is in Los Padres National Forest. Most of the County is rugged, mountainous terrain. The Santa Ynez Range, extending in an east-west direction along the southern coast, rises to elevations of over 4,000 feet. The Sierra Madre and San Rafael Ranges to the north and east rise to heights of nearly 7,000 feet. These mountains shape the County's two major drainage basins which flow westerly to the Pacific. Together with several ranges of hills they form marked separations between the five principal "valleys" which are now the centers of urbanization — the Santa Maria Valley, the South Coast (southeast coastal plain), and the Valleys of Lompoc, Santa Ynez and Cuyama. The Channel Islands, extensions of the Santa Monica Mountains, lie twenty-five and more miles off the County's south coast. The terrain of these Islands is generally rough and mountainous.

Mediterranean, or dry summer sub-tropical climate prevails throughout most of the County. It is a mild climate characterized by summer drought and winter rain. In most of the south and west parts of the County average winter temperatures range from around 40 degrees (nighttime) to 60 degrees (daytime) Fahrenheit. In summer this range is from about 50 to 75 degrees. Inland areas experience greater temperature ranges due to relative isolation from the modifying influences of Pacific winds and fog. Occasional winter snows fall in the areas of highest elevation.

Average annual rainfall has varied from around 12 to 15 inches in the northeast and western parts of the County to 25 to 30 inches at the crest of the Santa Ynez Mountains along the south coast. Light winds of 6 to 10 miles per hour prevail generally, but occasional storms cause wind velocities in excess of 30 miles per hour. Valleys inland from the County's west coast are influenced by ocean breezes and cooling fogs during the summer. The south coast experiences occasional fog in winter and spring,





but it is sheltered from northerly winds by the Santa Ynez Mountains.

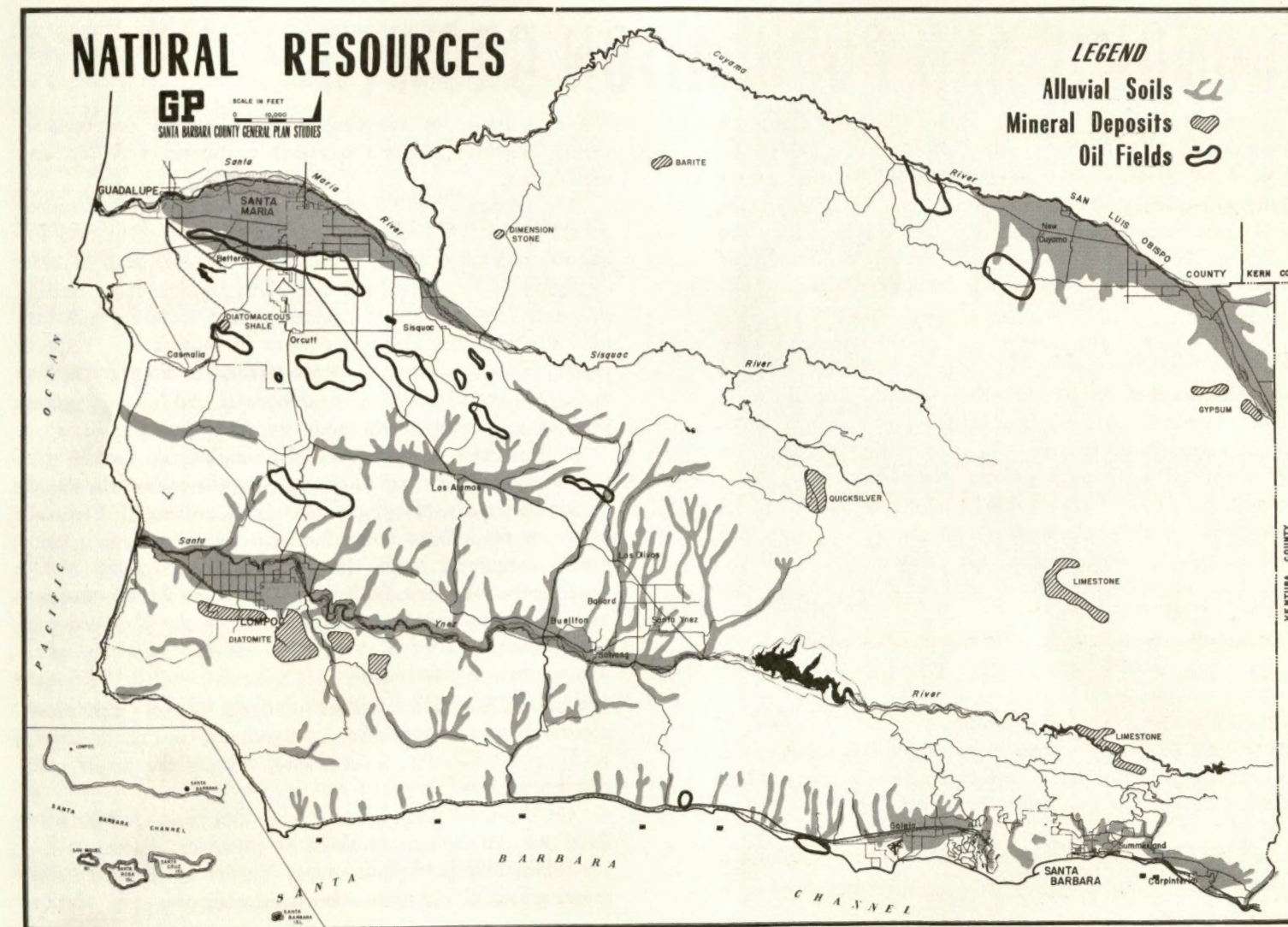
Extensive deposits of alluvial soil suitable for intensive agricultural use exist in the principal valleys and coastal plains of the County. The largest of these is in the Santa Maria Valley. Throughout the remainder of the County most of the soil supports vegetation (except during severe drought) suitable for livestock grazing. Range pasture in 1960, including that on the Channel Islands, amounted to nearly half a million acres.

Valuable oil deposits have been found in the Cuyama Valley, the Santa Maria Valley, in the Soloman and Purisima Hills, and along the south coast and its tidelands. The most important of these in recent years has been the Cuyama field. In addition, several gas wells have been discovered off the County's southwest coast. Deposits of diatomaceous earth in the Lompoc area are said to be the most important supply of this substance in the United States, and diatomaceous shale is mined near Casmalia. Decorative stone is being quarried in the Santa Maria area, and gravel deposits in the principal river beds are being utilized for local construction. Various other minerals such as mercury, barite, gypsum and limestone have

been found, but no extensive development of these resources has been undertaken.

Of the two major water storage basins in the County, the Santa Ynez — flowing westward between the San Rafael and Santa Ynez Mountains — is the source of water for the Lompoc and Santa Ynez Valleys as well as for the south coast area (which receives water through tunnels from Cachuma, Gibraltar and Jameson Lake reservoirs). The other major basin, the Santa Maria, originates in two separate river beds — the Cuyama and Sisquoc — and flows to the northwest corner of the County (the Twichell Reservoir performs both a storage and flood control function in this system). A smaller basin, the San Antonio, originates in the west-central part of the County and flows west through the Vandenberg Missile Base. Along the south coast, water from the upper Santa Ynez basin reservoirs is supplemented by ground storage along the south slopes of the Santa Ynez Range, with several small watersheds formed by the many canyons leading south from the crest of the mountains.

The natural resources of the County are discussed in more detail in other sections of the report.





# ECONOMIC AND POPULATION GROWTH

THE ECONOMIC BASE Santa Barbara County's communities are far from being economically self-sufficient. That is, they produce few of the finished goods required to satisfy their daily needs. This being so, these goods must be purchased from other areas where they are produced. At present, the County's per capita imports of goods amounts to somewhere near \$1,000 (wholesale) annually.

In order to pay for these imports there must be a flow of income back into the County's communities, derived from local export activity or other sources. The net level of this income coming into the County from outside (this will be called *basic income*) therefore largely determines the volume of goods which County communities can import.<sup>1</sup> A rise in the level of this income will tend to stimulate local consumer demand, business activity and employment. A sustained rise will stimulate immigration. A decline, on the other hand, will tend to produce the opposite effect.

Broadly speaking then, it is the income earned or received from outside areas, basic income, which is the keystone of the local economy and the bellweather of community economic and population growth or decline. Identification of its principal elements and trends related to them is a pre-requisite to understanding the nature and direction of the County's growth and development—essen-

<sup>1</sup>There are, of course, a number of modifying factors which have short-run effects or which affect certain segments of the population, such as fluctuations in the payments balance and in the local money supply, variations in saving and consumption propensities, tolerable changes in the level-of-living and in the unemployment rate, etc.

tial as a basis for assessing broad planning proposals in terms of the County's over-all economic viability and well-being.

Up through 1950 agriculture was the principal source of the County's basic income. In 1940 it accounted for about forty-eight (48) per cent of the net total. In 1950 — about forty-three (43) per cent. Income from outside property investments and pensions and from expenditures of visitors to the area came next in importance, respectively. Income accruing locally from mining operations and from manufacturing, and Federal and State programs providing local payrolls made up the balance.

After 1950, however, the County's basic income pattern underwent a marked change. By the end of the decade an accelerated national defense (and industrial dispersal) program made local manufacturing and research a principal component, and the Vandenberg-Arguello Missile Base operations had replaced agriculture in the number one spot. In addition, the operation of the University of California at Santa Barbara had emerged as a new component in the pattern.

AGRICULTURE Basic income from agriculture comes from a wide variety of products, and there exists a fairly good balance, incomewise, among the major commodity groups.

Of the total basic income from this source, about forty (40) per cent is accounted for by the animal industry — predominately beef production. This is not localized since grazing lands exist throughout most of the open areas of

the County, but the principal animal operations are north of the Santa Ynez Mountains — in the Santa Ynez Valley, the Cuyama Valley, in the western portions of the County, and on the Channel Islands.

About thirty (30) per cent of the basic agricultural income total comes from vegetable crops. The bulk of vegetable production is carried on in the Santa Maria area. Fruit and nut crops account for about twenty (20) per cent, most of it coming from South Coast citrus production, and field crops such as lima beans, flower seed and nursery products account for the remaining ten (10) per cent.

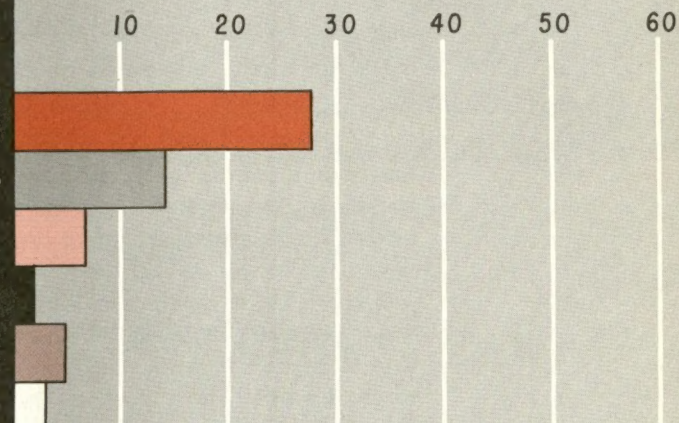
PROPERTY AND PENSION INCOME Property income (dividends, interest and rents) now amounts to about twenty-five (25) per cent of the total personal income of County residents (in all other Counties in Southern California this percentage lies between 8 and 15). The portion of this property income which comes from outside the County and which is spent locally (that which is "basic"), however, is relatively small, for much property income derives from local rentals, savings and investments, and that which does come from outside areas accrues in large measure to families and individuals whose propensity to spend locally for consumer goods and services is low. Transfer payments (Social Security and other retirement payments, veteran's allowances, etc.) are almost entirely payments from outside the County. They account for over half of the basic income from Property and Pensions combined.

Much of the property and pension income is associated with retirement or semi-retirement. The South Coast, particularly the area in and near the City of Santa Barbara,

## NET ANNUAL BASIC INCOME IN 1960 DOLLARS (Millions)

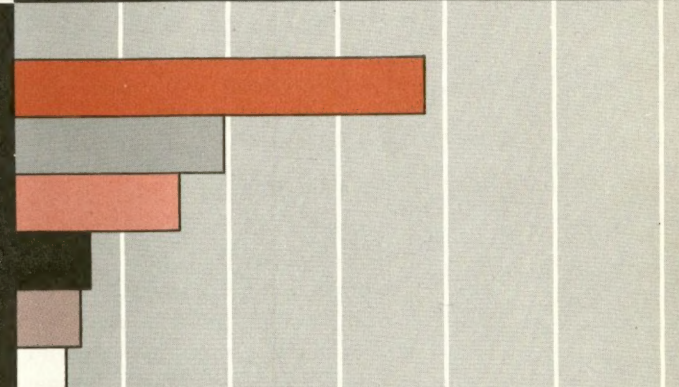
1940

AGRICULTURE  
PROP. & PENSIONS  
VISITORS  
MFG. & RESEARCH  
MINING  
OTHER



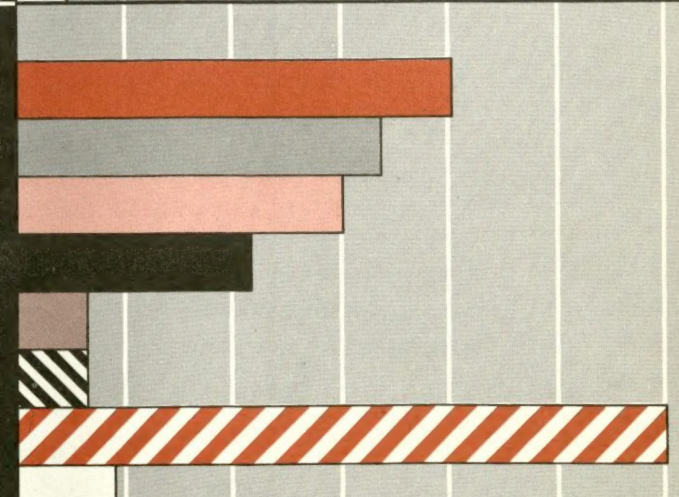
1950

AGRICULTURE  
PROP. & PENSIONS  
VISITORS  
MFG. & RESEARCH  
MINING  
OTHER



1960

AGRICULTURE  
PROP. & PENSIONS  
VISITORS  
MFG. & RESEARCH  
MINING  
UNIVERSITY  
MISSILE BASES  
OTHER





is the home of a substantial number of older retired persons.

**EXPENDITURES BY VISITORS** Income from this source is made up of retail and service expenditures of visitors to County hotels, motels and other visitor accommodations, of spending by persons coming to see the Missions or visit the beaches, and of purchases made by those just traveling through the County along its major highways. Because a large part of income received from visitors is in the form of retail sales, only a portion of it is "net" to the County, since most of the commodities sold must be purchased from outside manufacturers.

Indications are the South Coast area recently has been the recipient of about two-thirds of all visitor expenditures. The Santa Maria area, along with the communities of Solvang and Buellton, apparently account for most of the balance.

**MANUFACTURING AND RESEARCH OTHER THAN AT THE MISSILE BASE** Up to 1950 manufacturing had been a relatively minor component of the County's income base, with employment in this industry totaling about 2,000 — most of it in the food, printing and publishing, and non-metallic mineral products categories. During the 1950's, however, the influx of a number of research and development and light manufacturing firms into the Santa Barbara-Goleta area created over 2,000 new jobs, and made this type of industry a major component of County basic income.

Local employment in this field, tied very largely to the national defense program, continues to increase in line with the projected expansion of the nation's space research effort.

**MINING** The gross value of mineral production in the County, most of it in oil, has been near \$100 million annually throughout the past decade. Only a small part of

this, however, accrues and circulates in the County's economy. That which is "net" to the County is largely in the form of local payrolls and purchases of mining enterprises.

Basic income from oil has been extremely important to the Cuyama Valley, and has been a significant factor in the northwest part of the County. The diatomite operations near Lompoc, also, have had an important local effect.

**UNIVERSITY OF CALIFORNIA AT SANTA BARBARA** Prior to 1954, higher education was not a significant factor in the County's economy. With the establishment of the University at Goleta, however, a new element of basic income had appeared which, by 1960, ranked along side mineral production as a contribution to the County's basic income.

The area of impact of the University is now very largely the Santa Barbara-Goleta area.

**VANDENBERG - ARGUELLO MISSILE BASE** Basic income from activities at the Missile Base began coming into the County about 1958. It has been in the form of wages and salaries to construction workers and to military and missile-contractor personnel working there, and purchases of supplies and services for the Base's operation. Build-up of the missile program at the Base has largely accounted for the County's rapid increase in manufacturing (ordnance), service (research and development), and construction employment during the past four years. The Lompoc and Santa Maria areas have felt most of the impact of this added basic income. Total defense expenditures of the National Aeronautics and Space Administration are scheduled in 1963 to be three times the amount spent in 1961. This emphasis on the space program suggests activities at Vandenberg-Arguello will continue to play a leading part in the County's economy.

**RELATIONSHIP TO POPULATION** Santa Barbara County's population increased from about 70,000 in 1940 to 98,000 in 1950 and to 168,000 in 1960. This growth was considerably in excess of natural increase alone, and it bore a close relationship to increases in the County's basic income. It did not occur just because the Los Angeles metropolitan area was expanding rapidly. In the past decade it occurred for the most part because certain areas of the County had advantages conducive to the establishment of defense-oriented activities here which greatly expanded the area's basic income and employment.

The relationship between basic income and population growth in the County since 1940 is illustrated in the figures below. Population figures are given for April of the second year after the income measurement to account for the lag that occurs in population movement to areas of economic opportunity.

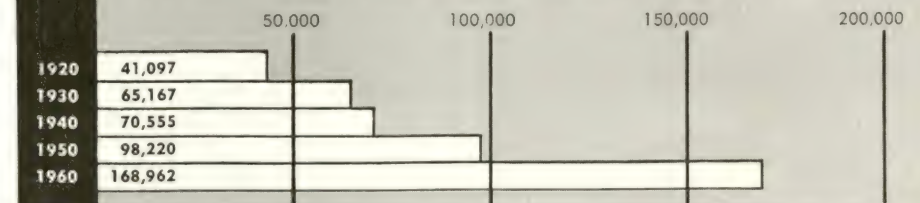
Net basic income, 1940 (in 1960 dollars)	\$ 57 m.
Population, April 1, 1942.....	76,000
Net basic income per person per year.....	\$750

Net basic income, 1950 (in 1960 dollars)	\$ 90 m.
Population, April 1, 1952.....	100,000
Net basic income per person per year.....	\$900

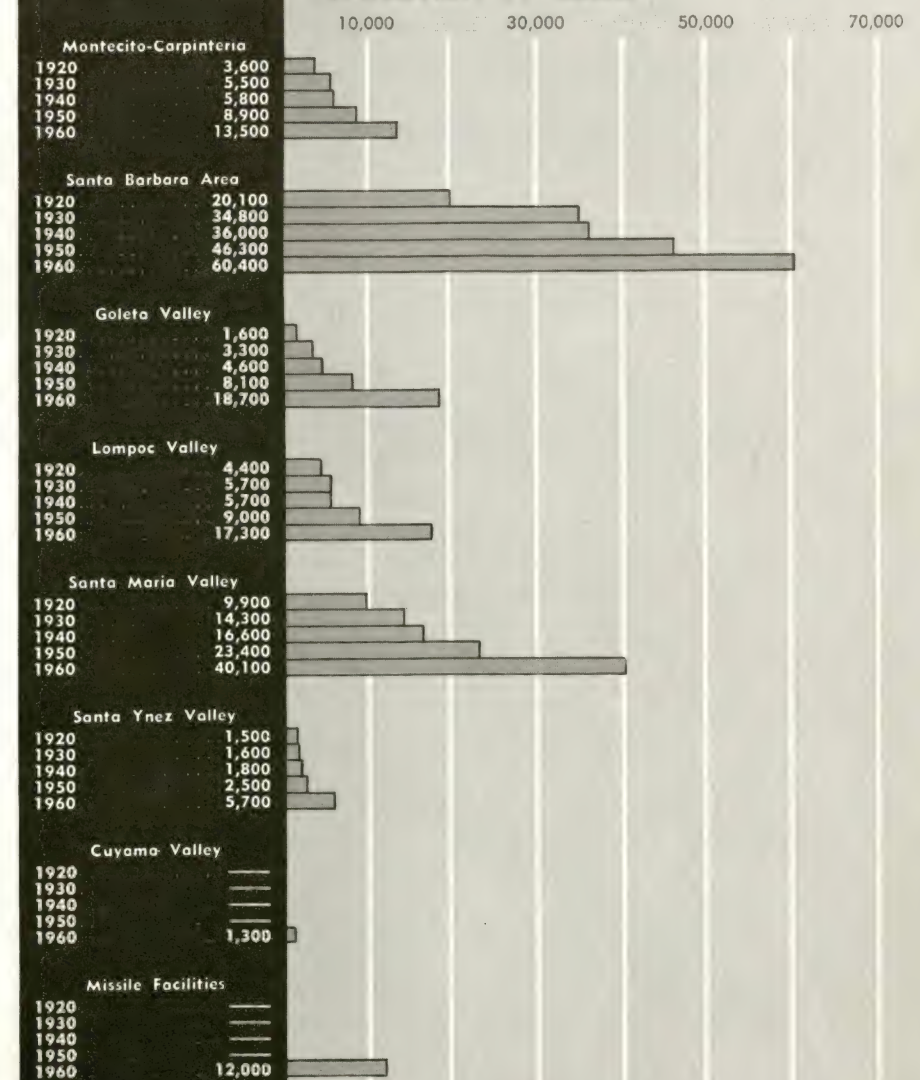
Net basic income, 1960.....	\$207 m.
Population, April 1, 1962 (est.).....	197,000
Net basic income per person per year....	\$1050

The per capita basic income figures, showing increases from \$750 to \$900 to \$1050 over the twenty years closely reflect the nation-wide gain in "real" income achieved (due to increased productivity) over the period.

## TOTAL POPULATION SANTA BARBARA COUNTY



## POPULATION BY AREAS





# 1960 EMPLOYMENT — CITY, COUNTY, STATE

	CITY		COUNTY		STATE	
	No.	%	No.	%	No.	%
Agriculture, Forestry, Fisheries.....	757	3.2	4,875	7.9	267,816	4.6
Mining.....	97	.4	861	1.4	25,973	.5
Construction.....	1,719	7.2	5,545	9.0	361,691	6.3
Manufacturing.....	2,060	8.7	8,581	13.9	1,391,110	24.1
electrical machinery, equipment and supplies.....	714	3.0	1,699	2.7	147,034	2.6
other durable goods.....	555	2.3	3,997	6.5	768,167	13.3
food and kindred products.....	354	1.5	1,401	2.3	164,274	2.9
printing, publishing and allied products.....	275	1.2	668	1.1	97,235	1.7
other nondurable goods.....	162	.7	816	1.3	214,400	3.7
Transportation, Commerce, Utilities.....	1,107	4.7	3,125	5.0	393,804	6.8
Wholesale Trade.....	886	3.7	2,163	3.5	218,929	3.8
Retail Trade.....	4,314	18.2	9,820	15.9	862,801	15.0
Finance, Insurance, Real Estate.....	1,436	6.0	2,598	4.2	291,349	5.1
Services.....	8,105	34.1	17,288	27.9	1,324,969	23.0
business and repair services.....	948	4.0	2,177	3.5	198,244	3.4
personal services (including hospital and private household).....	3,639	15.3	6,806	11.0	469,086	8.1
entertainment and recreation services.....	287	1.2	662	1.1	81,864	1.4
educational services.....	1,654	7.0	4,450	7.2	316,513	5.5
government.....	1,271	5.4	3,368	5.4	252,870	4.4
private.....	383	1.6	1,082	1.7	63,643	1.1
other professional and related services.....	1,577	6.6	3,193	5.2	259,262	4.5
Public Administration.....	1,192	5.0	3,257	5.3	354,008	6.1
Industry not reported.....	2,076	8.7	3,824	6.2	268,983	4.7
Total.....	23,749	(99.9)	61,937	(100.2)	5,761,433	(100.0)

# OCCUPATION TYPE — (employed)

	SANTA BARBARA COUNTY		DISTRIBUTION		(% DISTR. CALIF. 1960)
	NUMBER EMPLOYED 1950	1960	% 1950	1960	
Professional, technical, and kindred workers.....	4,422	9,280	11.7	15.0	13.7
Farmers and farm managers.....	1,460	1,102	3.9	1.8	1.4
Managers, officials, and proprietors (except farm).....	3,997	6,130	10.6	9.9	9.6
Clerical and kindred workers.....	3,959	8,432	10.5	13.6	16.3
Sales workers.....	2,881	4,450	7.6	7.2	7.8
Craftsmen, foremen, and kindred workers.....	4,575	8,539	12.1	13.8	13.9
Operatives and kindred workers.....	4,671	6,763	12.4	10.9	14.9
Private household workers.....	1,465	1,567	3.9	2.5	2.1
Service workers, except private household.....	3,817	5,587	10.1	9.0	8.3
Farm laborers and farm foremen.....	3,888	3,133	10.3	5.1	2.4
Laborers, except farm and mine.....	2,260	2,906	6.0	4.7	4.3
Occupation not reported.....	279	4,048	.9	6.5	5.3
All occupations.....	37,674	61,937	(100.0)	(100.0)	(100.0)

SOURCE: U.S. CENSUSES OF POPULATION

# EMPLOYMENT

	SANTA BARBARA COUNTY		DISTRIBUTION		(CALIF. % DISTR. 1960)
	1950	1960	% 1950	1960	
Agriculture, forests and fisheries.....	5,939	4,875	15.8	7.9	4.6
Mining.....	1,180	861	3.1	1.4	.5
Construction.....	2,829	5,545	7.5	9.0	6.3
Manufacturing.....	2,187	8,581	5.8	13.9	24.1
elec. mach., equip. & sup.....	( 12)	(1,699)			
other durable goods.....	(656)	(3,997)			
food and kindred products.....	(650)	(1,401)			
print., publ., & allied prod.....	(454)	( 668)			
other nondurable goods.....	(415)	( 816)			
Trans-Comm-Utilities.....	1,975	3,125	5.2	5.1	6.8
Wholesale Trade.....	2,047	2,163	5.4	3.5	3.8
Retail Trade.....	6,990	9,820	18.6	15.9	15.0
Fin.-Ins.-Real Estate.....	1,268	2,598	3.4	4.2	5.1
Services.....	11,270	17,288	29.9	27.9	23.0
Public Administration.....	1,624	3,257	4.3	5.3	6.1
Industry not reported.....	365	3,824	1.0	5.9	4.7
Total Employed.....	37,674	61,937	(100.0)	(100.0)	(100.0)

SOURCE: U.S. CENSUSES OF POPULATION



AGE COMPOSITION OF THE POPULATION, 1950 AND 1960

AGE GROUP	SANTA BARBARA COUNTY		% DISTRIBUTION		CALIFORNIA % DISTRIBUTION 1960
	1950	1960	1950	1960	
Under 5 Years	10,181	18,997	10.4	11.2	11.1
5 to 19 years	20,538	44,221	20.9	26.2	26.2
20 to 44 years	37,505	58,761	38.2	34.8	34.3
45 to 64 years	20,962	31,377	21.3	18.6	19.6
65 and over	9,034	15,606	9.2	9.2	8.8
All Ages	98,220	168,962	(100.0)	(100.0)	(100.0)

MEDIAN AGE:

Santa Barbara County.....	1950	—	31.5
Santa Barbara County.....	1960	—	28.8
State of California.....	1960	—	30.0

SOURCE: U.S. CENSUSES OF POPULATION

FAMILY INCOMES IN 1959

INCOME RANGE	Santa Barbara County		(% DISTR. IN CALIFORNIA)
	No. FAMILIES	% DISTRIBUTION	
Under \$1,000	1,192	2.9	3.3
\$ 1,000 to \$ 1,999	1,605	3.8	4.7
\$ 2,000 to \$ 2,999	2,548	6.1	6.1
\$ 3,000 to \$ 3,999	3,343	8.0	7.3
\$ 4,000 to \$ 4,999	3,723	8.9	8.9
\$ 5,000 to \$ 5,999	4,424	10.6	11.3
\$ 6,000 to \$ 6,999	4,995	11.9	11.6
\$ 7,000 to \$ 7,999	4,100	9.7	10.1
\$ 8,000 to \$ 8,999	3,343	8.0	8.3
\$ 9,000 to \$ 9,999	2,883	6.9	6.6
\$10,000 to \$14,999	6,638	15.8	15.3
\$15,000 to \$24,999	2,153	5.1	4.7
\$25,000 and over	943	2.3	1.8
All families	41,890	(100.0)	(100.0)

MEDIAN INCOMES IN 1959

GROUP	SANTA BARBARA COUNTY	(CALIFORNIA)
Families	\$6,823	\$6,726
Unrelated individuals	1,781	2,037
Fam. and unrel. indiv.	5,281	5,527
Husband-wife families, head an earner, 2 child, under 18	7,257	7,278
Male earners	4,716	4,966
Female earners	1,583	1,732

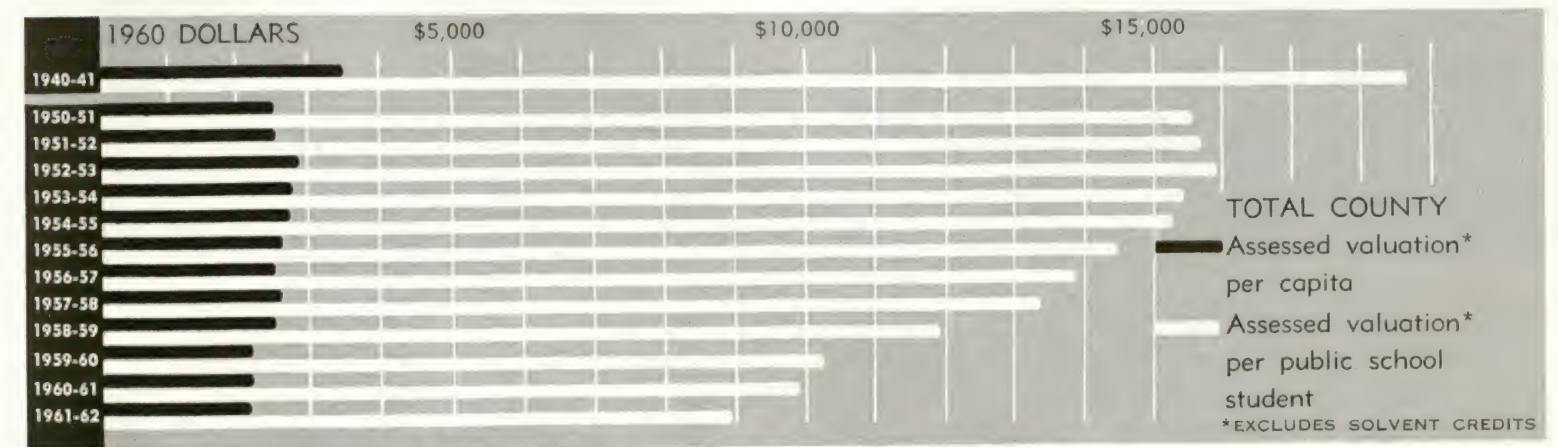
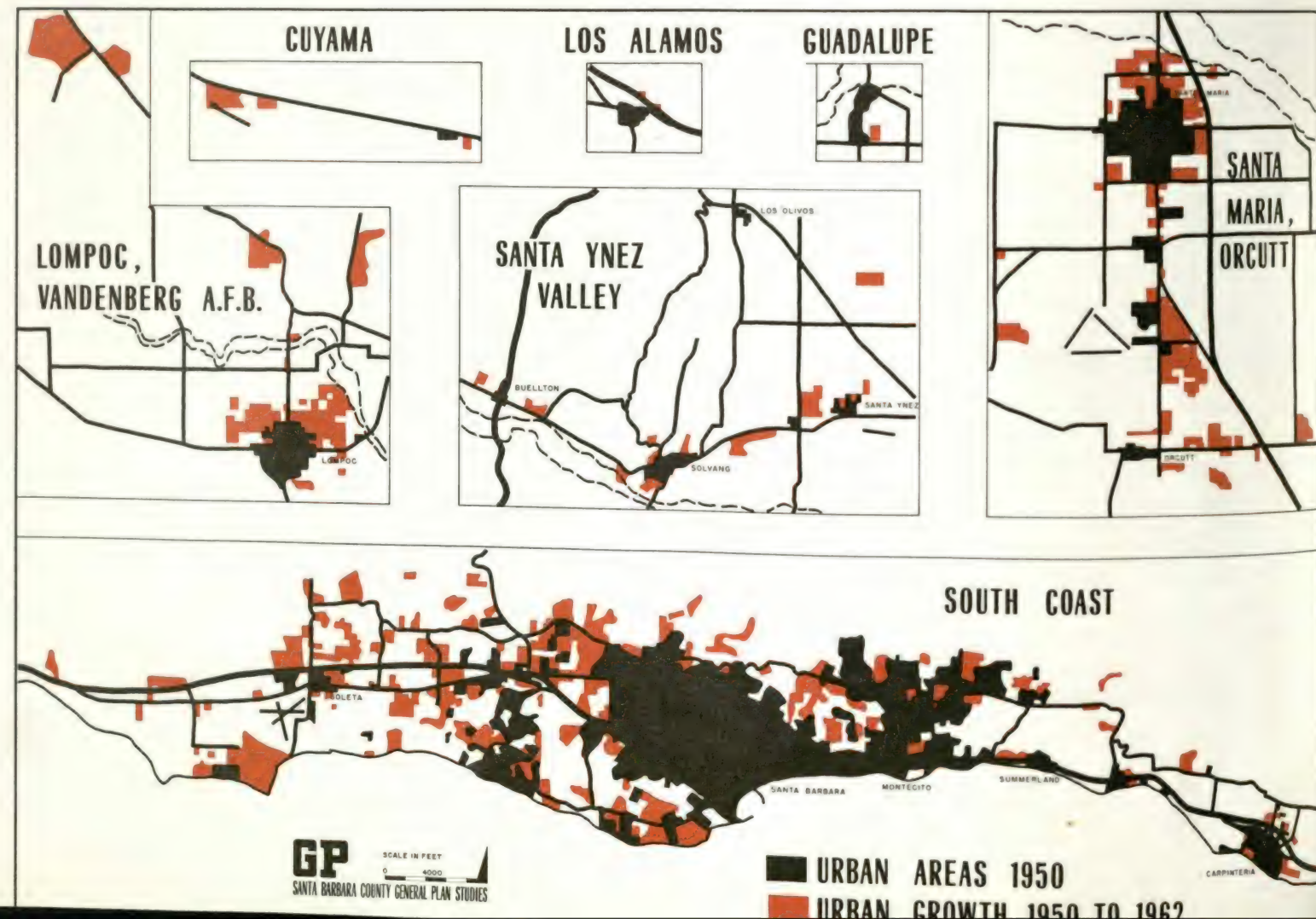
SOURCE: 1960 CENSUS OF POPULATION



# URBAN GROWTH AND FISCAL TRENDS

Rapid urbanization has taken place during the past few years in those areas of the County where the new generators of basic income have located — in the Goleta Valley

near the University and its neighboring electronics and research plants, and in the Lompoc and Santa Maria Valley areas near the Vandenberg Missile Base. In these areas of



major impact, problems in the provision of public services have been accentuated, particularly with respect to schools.

A short-term problem can usually be expected in situations of this kind since the provision of services in most cases precedes the collection of taxes from the properties and persons served. A long-term problem can arise, however, where the nature of urbanization is such that an imbalance develops between the annual costs of providing services for the new urban developments and the taxes which are paid on these developments.

For the County as a whole, assessed valuation per regular public school student (expressed in 1960 purchasing power) has decreased by about thirty-three (33) per cent over the 1957-58 to 1961-62 period — the period of most rapid urbanization. This is an indication of a developing imbalance which, if continued, would make the provision of public services at present standards increasingly difficult.

A decline in oil property assessments has been a factor

in this, but the basic cause appears to relate to the nature of recent industrial development. Usually, a balanced tax base requires that the "industries" which generate basic income and population growth pay an important share of the property tax bill. However, the Vandenberg-Arguello Missile Base and its industries — the principal generators of recent urbanization — do not contribute normal tax payments to local government. Federal aid for schools in the impact areas alleviates the problem to some extent, but remedies are lacking with respect to other services provided. Also, in other areas of the County where industries have located on public property within an independent school district, the tax revenues from them to the district are in most cases much less than normal. Finally, much of the industry which has come to Santa Barbara County in the last few years — largely research and development — has not had a high per capita capital-investment ratio, and thus does not contribute to the tax base

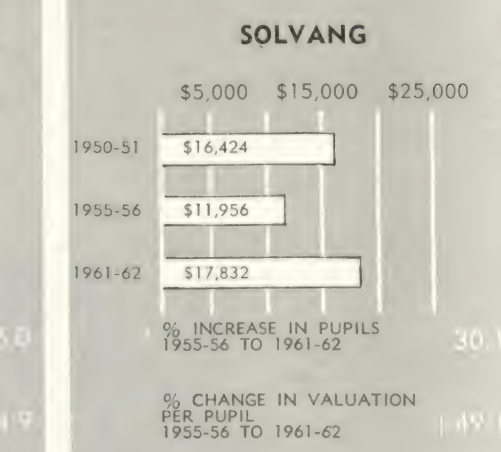
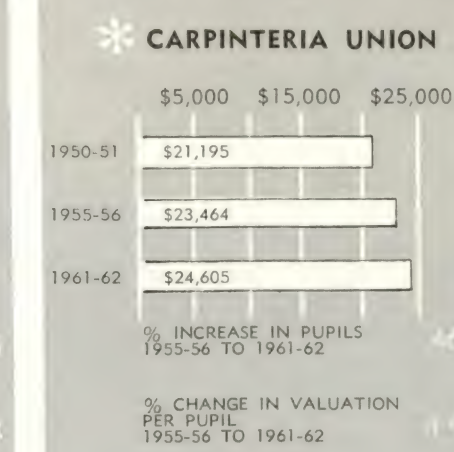
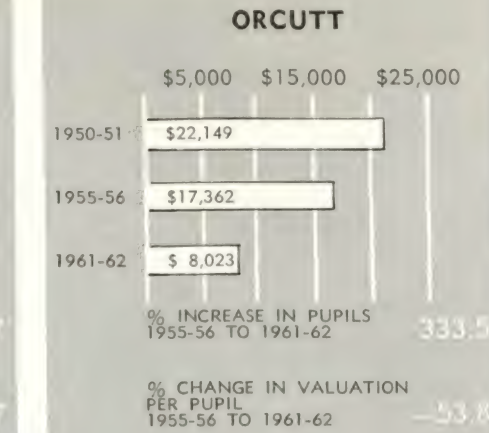
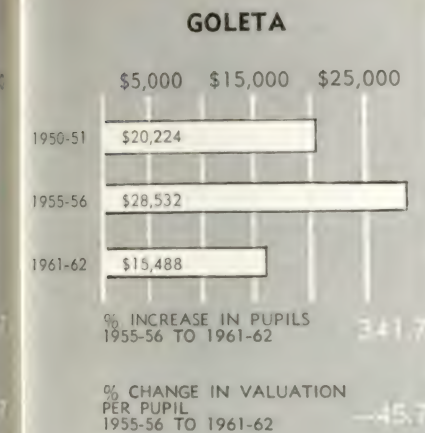
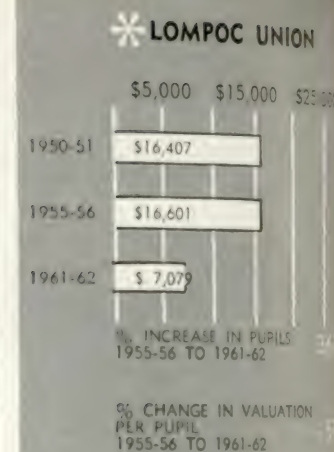


# ASSESSED VALUATION PER PUPIL

These graphs show assessed valuation per public school student, grades 1 through 6 in selected elementary school districts for the period 1950-51 to 1961-62 in 1960 dollars (excluding solvent credits).

\* \* THESE GRAPHS ARE DRAWN ON A DIFFERENT SCALE FROM THAT USED FOR THE OTHER SCHOOL DISTRICTS

\* UNIFIED SCHOOL DISTRICTS



as would industrial plants with large investments in plant and machinery.

The Lompoc, Orcutt and Goleta Elementary School Districts have experienced increases of three hundred (300) to four hundred (400) per cent in their school enrollments since 1955. In the first two of these Districts, activation and build-up of the Vandenberg Missile Base has brought in large numbers of young families whose children have caused schools to overflow. The new subdivision homes are not of sufficient assessed value to provide revenues for the services they require. Additional tax revenues are apparently needed from commercial and industrial properties to achieve fiscal balance. The Goleta Elementary District has experienced its population and enrollment boom due to the influx of electronic and research industries, and to the expansion of the University. Here, also, new subdivisions and young families have put pressure on the school system. The Santa Maria Elementary District has been subject to the same influences as those felt in Lompoc and Orcutt, but being a fully developed urban community, the increased demands for services have

been accompanied by commercial and industrial developments which could be taxed by the district, thus alleviating the school problem.

In the Montecito and Cuyama School Districts assessed values have been unusually high in relation to school needs. Even with increased school enrollments, these districts have a comfortable assessed value margin for the provision of school services.

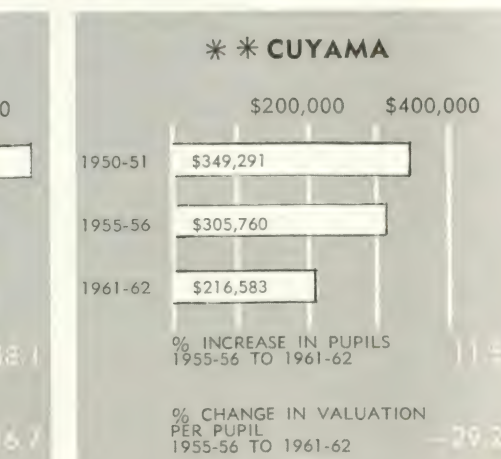
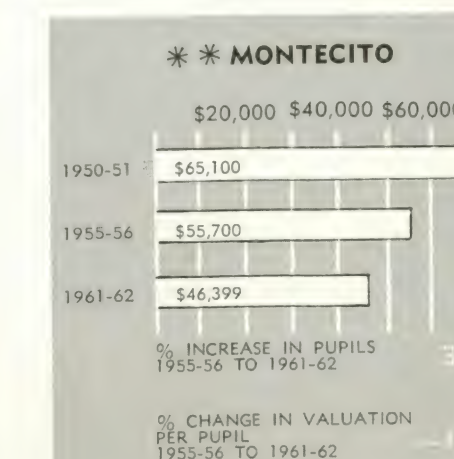
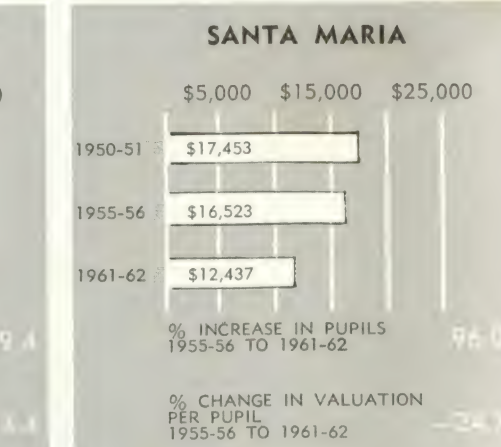
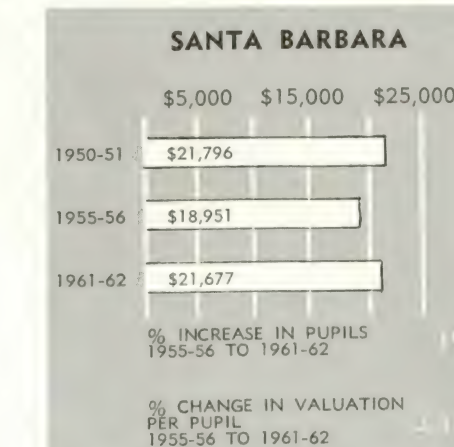
The Solvang, Santa Barbara and Carpinteria Elementary School Districts have all had "real" increases in assessed valuation per pupil in recent years since development which has occurred within them has increased assessed values substantially but has not generated great population (and student) increases. These areas have not been affected by the "industrialization" such as has affected the Goleta Valley, Lompoc and the Orcutt areas. Rather, their growth has been more closely related to the "traditional" elements of the County's economy — tourism, retirement and agriculture.

In summary, in a relatively short period of time the

economic base of Santa Barbara County has shifted from an agriculture-retirement-tourist orientation to one dominated by national defense activity.

The shift has brought increased economic activity and the opportunities associated with rapid growth. According to U. S. Census figures, median family income in the County increased from \$3493 in 1949 to \$6823 in 1959, and the median for families and unrelated individuals combined, from \$2672 to \$5281.

The shift has brought other changes, also. The County and its school districts have encountered problems in the provision of services for a rapidly growing population, traffic congestion and other accompaniments of rapid growth have replaced the former serenity of the County's major communities, and the economy has been placed in a position of dependence on defense procurement policy to the extent that changes in the policy could have unsettling repercussions here, as they have in a number of other "defense" communities.





# THE LAND USE PATTERN

In order to formulate a plan for the future use of land in the County it is essential to have a clear understanding of its present pattern of use. Toward this end it is necessary to inventory, classify and map land use for the County as a whole as well as for its individual planning areas.

The land use map provides a birds-eye-view of how the land has been put to use in the process of urbanization, a view which cannot be had in an on-the-ground inspection. It shows clearly the interrelationships which exist among the various types of activities carried on—the "linkage" which has developed among them as well as the points of incompatibility or conflict. On the map the "prime movers," or major influences of the land pattern can be seen in relation to the developments which they have fostered. The map shows not only what *is* on the land, but what is missing in terms of community essentials and amenities—schools, parks and other facilities considered important to people living in our time. Also made apparent are the opportunities for future development, and some indication of what the nature of that development may be.

Supplemental to the land use map, a quantitative analysis of land use, by type, is useful as an indication of

the basic land use character of the County's urban communities, reflecting their natural advantages or disadvantages. An auxiliary use of this type of analysis is in the comparison of areas zoned for certain types of activities with the actual area of land used for the activities intended in the zone. This comparison gives some indication of the adequacy of zoning with respect to the community's land needs, and when followed by more detailed study with consideration for the effect of land prices, quality, location, etc., it may lead to reconsideration of the zoning itself.

**LAND USE IN THE COUNTY** The map on the accompanying page shows the land use pattern of the entire County in terms of its salient features. There are certain of these features which will have a major influence on the future development and use of land—features which will cause certain things to happen in certain locations, or which are apt to prevent them from happening.

That which will perhaps have the most extensive influence is Los Padres National Forest area in the Sierra Madre, San Rafael and Santa Ynez mountains. This, along with adjacent governmental land comprises over 700,000 acres (about 40 per cent of the County), and with mountainous areas in the western part of the County, will pose a formidable limitation to urbanization.

## GENERALIZED LAND USE

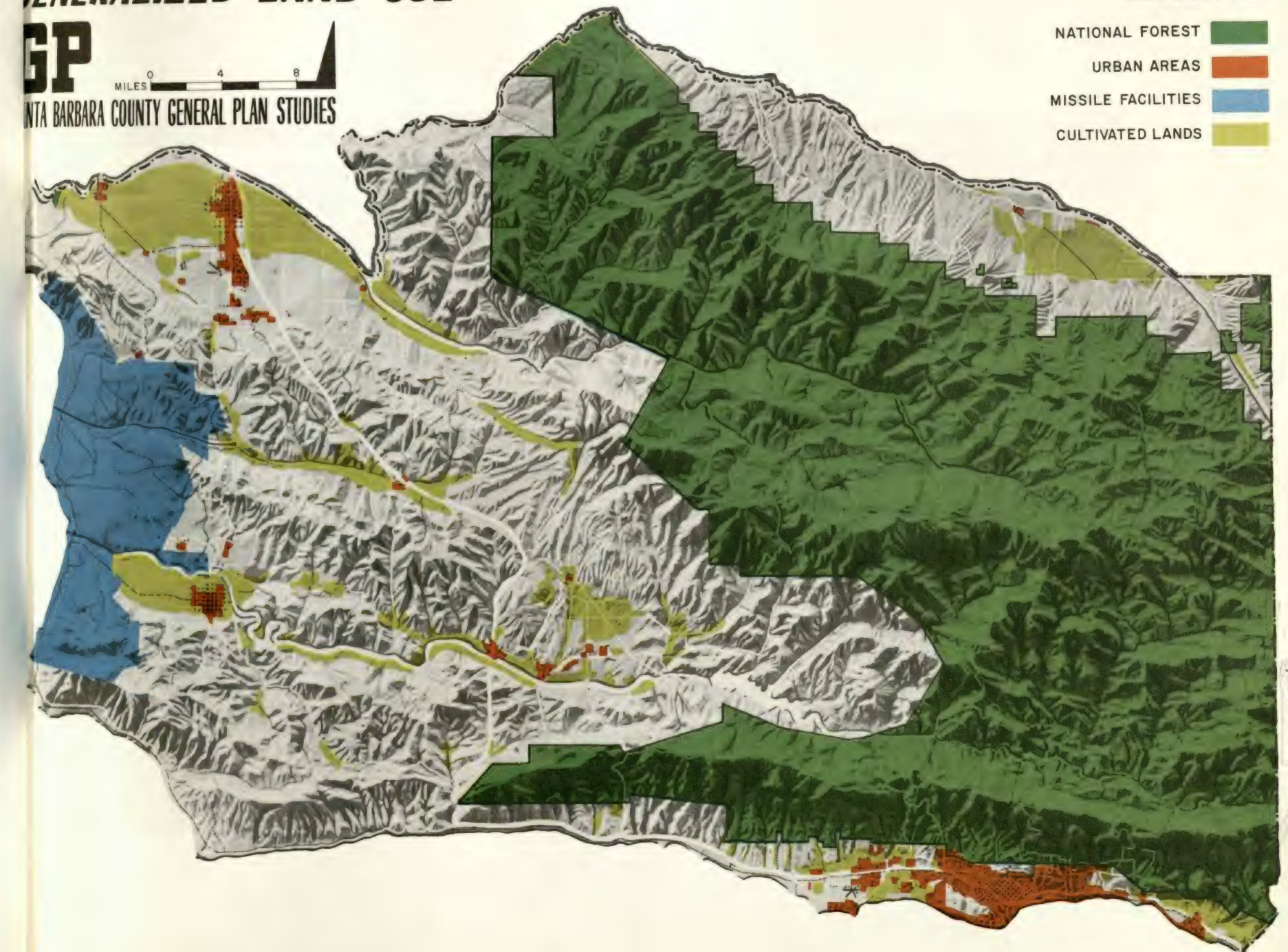
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SANTA BARBARA COUNTY GENERAL PLAN STUDIES

MILES 0 4 8

## LEGEND

- NATIONAL FOREST ■
- URBAN AREAS ■
- MISSILE FACILITIES ■
- CULTIVATED LANDS ■





The three major incorporated cities have developed into nuclei from which urbanization can be expected to spread. Some of the smaller urban centers are in the process of growth, while others show evidence of decline. The distances from the larger centers to the smaller ones will influence the development pattern of the latter.

The Vandenberg-Arguello Missile Facility has become a prime factor in the County's development. Within the few years of its existence it has wrought a marked change in the land use pattern of the western part of the County.

The cultivated lands which play an important role in the County's economy should be important influences in the direction of urban growth. Their proximity to centers of population has a twofold importance—from the fact they may be subject to pressures of urbanization yet at the same time offer possibilities of providing open areas where they are most needed and most difficult to achieve.

The highway network, the railroad, the commercial airports, and other major facilities will all influence the County's future growth pattern to a marked degree.

**THE CARPINTERIA VALLEY** The Carpinteria Valley-Summerland study area extends from the Ventura County line westward to Ortega Ridge Road, and northward from the ocean to the approximate line of Los Padres National Forest. It contains about 8,600 acres, some 13 per cent of which is urbanized.

About two-thirds of the land in this area is in lemon and avocado crops. Lemon packing has been an important

## SANTA BARBARA COUNTY LAND USE - 1961

TYPE OF USE	Net Acres	% of Urban Use	Acres Per 1000 Population
Residential	11,450	46.3	63.6
Commercial	1,106	4.5	6.1
Industrial	924	3.7	5.1
Railroad & Airport	1,700	6.9	9.4
Public Util. & Oil	114	.5	.6
Institutional	993	4.0	5.5
Public Facilities	2,725	11.0	15.1
Streets & Highways	5,702	23.1	31.7
<b>Urban Total*</b>	<b>24,714</b>	<b>(100.0)</b>	<b>137.3</b>
Vand. & Arguello Bases	87,714		
Nat'l. Forest Jurisdiction	700,000		
Cultivated Lands**	106,273		
Other Open Land (incl. Islands)	856,880		
<b>All land in County</b>	<b>1,775,342</b>		

\* DOES NOT INCLUDE ROADS, OIL FACILITIES, RAILROADS OR OTHER URBAN USES IN THE RURAL AREAS OF THE COUNTY.

\*\* INCLUDES ALL IRRIGATED AND NON-IRRIGATED AGRICULTURAL LANDS EXCEPT IRRIGATED NATIVE VEGETATION

## PERCENTAGE DISTRIBUTION OF URBAN LAND USE

	Res.	Comm.	Ind.	RR & Airport	Util. & Oil	Inst.	Pub. Facil.	Streets & Hwys.
County Total	46.3	4.5	3.7	6.9	.5	4.0	11.0	23.1
Carpinteria	33.4	2.3	1.8	14.6	3.7	12.1	8.1	24.0
Montecito	70.3	1.7	—	.8	.8	10.5	1.0	15.0
Santa Barbara*	48.0	6.7	2.6	1.6	—	2.8	15.5	22.9
Goleta	36.7	2.4	2.3	12.7	3.8	4.3	15.7	22.1
S. Y. Valley	34.9	4.8	13.7	11.9	.2	2.7	6.0	25.8
Lompoc	38.1	5.7	5.0	4.3	.1	1.6	10.4	34.8
S. M.-Orcutt	43.5	4.3	6.4	12.4	1.3	1.0	8.2	22.9
Guadalupe	37.7	3.6	16.5	6.1	.3	3.0	6.8	26.0
Los Alamos	26.2	3.0	1.0	—	.1	.7	5.0	64.0
Cuyama	33.0	2.1	.7	15.5	13.8	1.4	14.9	18.6

## URBAN ACRES PER 1000 PERSONS...BY AREA

	Res.	Comm.	Ind.	RR & Airport	Util. & Oil	Inst.	Pub. Facil.	Streets & Hwys.	Total
County Total	63.6	6.1	5.1	9.4	.6	5.5	15.1	31.7	137.3
Carpinteria	53.8	3.8	2.9	23.5	5.9	19.6	13.1	38.7	161.1
Montecito	332.4	7.9	—	3.7	3.4	49.7	4.5	71.1	472.8
Santa Barbara*	61.4	8.5	3.3	2.0	.1	3.6	19.8	29.2	127.9
Goleta	70.2	4.7	4.3	24.3	7.2	8.3	30.0	42.3	191.2
S. Y. Valley	54.4	7.5	21.3	18.5	.3	4.3	9.3	40.1	155.6
Lompoc	40.8	6.1	5.3	4.6	.1	1.7	11.1	37.3	107.1
S. M.-Orcutt	59.7	5.9	8.8	17.0	1.7	1.3	11.3	31.5	137.3
Guadalupe	21.1	2.0	9.2	3.4	.2	1.7	3.9	14.9	56.1
Los Alamos	45.2	5.2	1.8	—	.3	1.2	8.7	110.7	181.3
Cuyama	39.2	2.5	.8	18.3	16.4	1.6	17.7	22.0	118.4

\* THIS INCLUDES THE MISSION CANYON AREA AND THAT WEST OF THE CITY TO THE EAST BOUNDARY OF HOPE RANCH PARK. IT DOES NOT INCLUDE THE MUNICIPAL AIRPORT AREA.



industry in the Town of Carpinteria. The Town is a trading center for the Valley population and for thousands of visitors attracted each year to the Carpinteria Beach recreation area. Summerland is a small residential community, and much of the land around the Town is open, due largely to its steepness.

Although closer to the expanding Los Angeles Metropolitan Area than other parts of the County, this study area has experienced relatively slow urbanization since its industrial growth has not been great.

The study area has two prime assets—its expanse of productive agricultural lands, and its excellent beach. Both of these features are subject to pressures of urbanization which would diminish their values. Thus far, however, growth and development in the Carpinteria Valley has

been well related to existing centers, and recent building has been treated in a manner that will not adversely affect the future possibilities of maintaining a high standard of development.

Two stream beds converge on the Town of Carpinteria. Drainage problems related to them have, so far, discouraged development in certain areas of the Town, creating land vacancies—as in the slough to the west of the business center. These areas, through proper planning and development, can become important open spaces and recreational facilities, constituting an asset to the improvements surrounding them.

Highway 101 and the Southern Pacific Railroad line (which serves the lemon plant operations) divide the Town of Carpinteria. Additional road development may

be called for to provide for ease of movement throughout the area, wherever the above divisions tend to create problems of intra-community traffic movement or of access to the beaches.

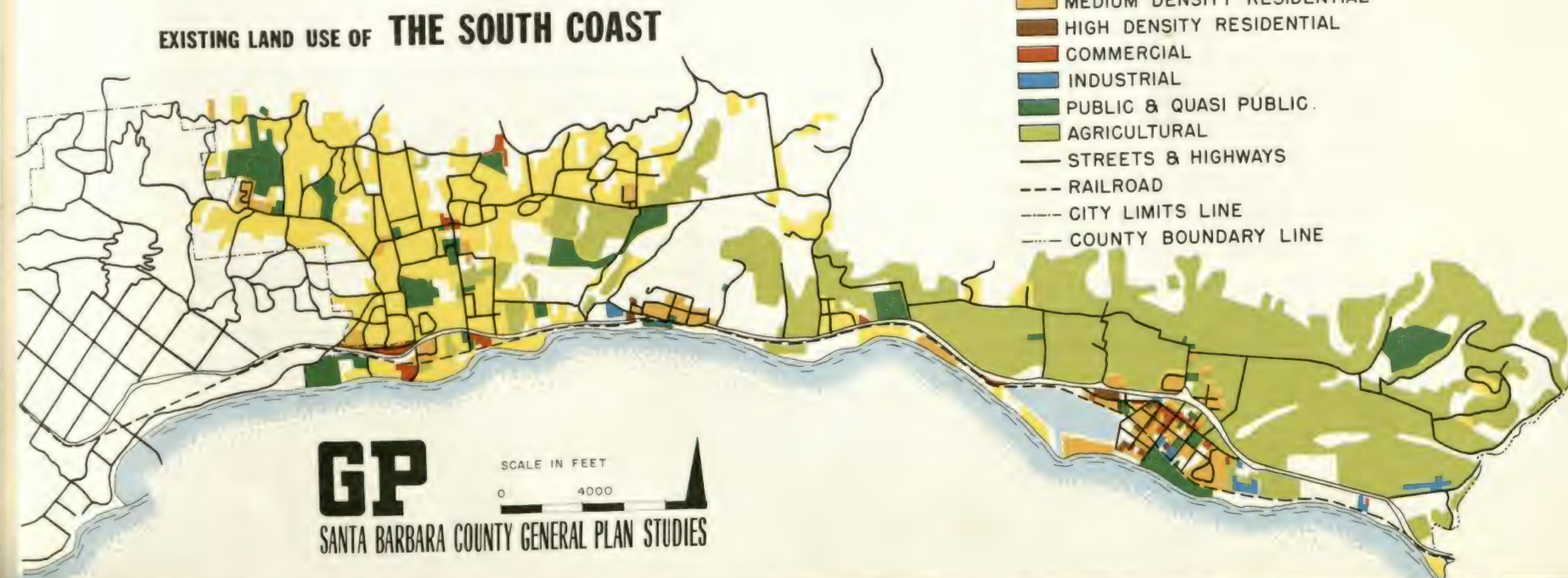
Consolidation of the present Carpinteria commercial facilities into a modern "shopping center," together with improvement of the beaches and of traffic movement will tend to strengthen the community economically in line with its greatest natural advantages. Continuation of the intermixture of uses of land in the central area, on the other hand, will tend to reduce the attractiveness of Carpinteria and to undermine its property values.

**MONTECITO** The Montecito study area extends from the City of Santa Barbara eastward to Ortega Ridge-East Valley-Toro Canyon Roads, and northward from the

ocean to the approximate boundary of Los Padres National Forest. It contains about 5,800 acres, 55 per cent of which has been developed to urban-type uses of land.

The area is essentially a residential part of the community of Santa Barbara, having within it a number of resort-hotels, educational institutions and residential estates. Throughout most of the area streets and roads are relatively narrow, and without curb or sidewalk. Trees and other foliage are in abundance. The maintenance of these features will tend to retain the area's parklike, semi-rural character.

Aside from the resort-hotels, there is very little land in commercial use, and nearly all of this is in a small, attractive shopping center near the middle of the study area. No "industrial" use of land exists in the area.





The land use character of the Montecito community is well established. Its pattern shows few conflicts or problems. The organized efforts of Montecito residents is likely to remain effective in keeping future development compatible with present environmental values.

- Although the land use map of Montecito gives the impression the community is largely developed, with only a small portion of land in agricultural use, the nature of the existing large-estate development provides openings which may invite subdivision at some future date. Smaller lots and more intensified use of land would not be consistent with the goals and objectives established by Montecitans or the current zoning in the community. The General Plan proposals should further reinforce this position officially.

**THE CITY OF SANTA BARBARA** The City of Santa Barbara is the commercial, cultural and governmental hub of the County, and the most important urban center along the Southern California coast from the Los Angeles area to San Jose. With its fine beaches, small boat harbor facilities and tourist accommodations it has long been an outstanding vacation area. Its appearance and surroundings, distinctive architectural style and air of tradition have made it a City of international reputation.

The land use pattern of the City reflects the nature of its "service" economy—in which relatively few goods are produced, but retail and wholesale, business, personal and professional services are provided to a Tri-County

market, to tourists and other visitors, to a large number of retired or semi-retired residents, and (recently) for the United States defense program. Thus commercial use of land is a dominant feature in the pattern as is the extent of public beaches and service institutions.

Aside from the lemon packing plants, the City's lower-east-side industrial area contains industries, most of which serve the residential area. The remainder of the City is predominantly residential. For the City as a whole, 112 acres of land have been put to urban use for each 1,000 of the City's population. About one-third of the land in the City is now undeveloped.

- From the Bird Refuge to a point west of City College, the entire beach frontage from Cabrillo Boulevard south is in public recreational use. This area, and the landscaping of property abutting the Boulevard along it, constitute invaluable assets to the City. Development of the Child Estate as a children's park and improvement of the harbor to meet increasing demands for small boat facilities should further enhance the value of this area to the City. On the north side of Cabrillo Boulevard, the Cabrillo Park and Ambassador areas contain tourist facilities which complement the beach, and the potential for additional facilities of this kind along the Boulevard would appear to be strong. Other motel-restaurant concentrations of importance are established along the Old Coast Highway to the east, and along upper State Street in the northwest part of the City. As part of its recreational environment, a number of public open areas appear in the land use pat-

tern. Many of these, however, are in need of further improvement to achieve their full recreational use.

- The core area of the City's central business district is attractive and distinctive. Its "strip" nature, however, has stretched its effectiveness to the point where its southern part is interspersed with marginal commercial uses of land, and characterized by a need for widespread improvement of properties. And with a growing south coast market, this area is faced with traffic and parking problems which will require mitigation or solution.
- The creation of El Pueblo Viejo—an area of controlled Spanish architecture extending eastward from the central core—is of real significance to the central area, and an example of the dedication of some of the community's leaders to the preservation of the heritage and vitality of the City. Proposals for the restoration of old adobes in this area are important complements to this project.
- Separation of the central core area from the beach and harbor by Highway 101 and the railroad tracks will probably pose some problems in the years ahead which will require careful planning. An important fact is that, at this lower end of the downtown area, the freeway and railroad are separated, leaving a "pocket" between them, and precluding the possibility of single grade separations for both. In this area, the preservation of what is sound land use is likely to be a problem of gradually separating out those conflicting elements which tend to prevent the

general enhancement of land values through exploitation of the area's economic advantages.

- The industrial area north of Cabrillo Boulevard contains a substantial amount of unused land and substandard housing. This area should be of prime planning interest as the population and the economy of the market area grow. It may be that future recreational uses of land should push northward from the Boulevard, and a wholesaling, industrial and automotive area expanded north of the main highway and westward across the lower end of the City.
- The City's two secondary commercial areas, along Milpas and upper State Streets, are certain to pose planning problems for the future—since both streets serve as major traffic carriers yet at the same time development along them will tend to limit the efficient performance of their function. In both of these areas traffic and offstreet parking considerations will have high priority in the planning process.
- The City's development is pushing westward toward the Goleta Valley. City annexations have recently been to the northwest. The Mesa and Los Positas areas, westward along the coast, are only partially developed. These are the areas which are apt to experience rapid urbanization in the next few years.
- The City of Santa Barbara is developing its own General Plan which will be based on a thorough study of the land use pattern. Because of the importance of the



City to the south coast area and to the rest of the County, this study will be closely related to the County's planning program.

**THE GOLETA VALLEY** The Goleta Valley study area extends from the east boundary of Hope Ranch Park and San Marcos Pass Road westward to Farren Road, and from the ocean northward to the approximate boundary of Los Padres National Forest. It contains over 25,000 acres, about 4,000 of which have become urbanized.

The pattern of urbanization in the area is one of contrasts. For instance, the Municipal Airport, a major element in the pattern, is located adjacent to the Valley's town center, and nearly adjacent to the University campus. Throughout former citrus and walnut grove areas of the Valley, residential subdivisions have been developed on a piecemeal basis in a pattern of scatteration. In the southeast corner of the area there exists the markedly spacious and attractive Hope Ranch Park. Along the coastline the Goleta Beach, the Isla Vista high-density residential development, the Devereaux School, and oil installations to the west all add to the variety of uses of land in the area. Agricultural "pockets" are to be found in many locations.

- The Town of Goleta, formed along Hollister Avenue (formerly Highway 101), is the principal commercial center in the Valley. Its commercial enterprises "straddle"

the Avenue, creating a mixture of pedestrian and automobile traffic. A number of the buildings in the area lack the appearance and surroundings found in the newer, successful centers. If the Goleta Town Center is to maintain its position in competition with the new commercial centers which will appear as the Valley develops, it will probably require major changes in its physical structure.

- The University of California at Santa Barbara, with its projected enrollment of over 10,000 students, will influence the land use pattern in its vicinity to a considerable extent. The University will expand, and students, faculty and service personnel will require many acres of residential land. These persons will also create a demand for commercial and recreational facilities in the areas near the University. Vehicle traffic at the University and on all roads leading to it will increase in volume, and the protection of the "Campus environment" through careful planning of the areas about the University will be a matter of prime importance both to the School and the Valley as a whole.

- The Goleta Beach recreation area and other beaches to the west are potentially important assets. Also, the slough adjacent to the Airport as well as the one which drains the area near Coal Oil Point have great potential for recreational use. These all could serve the University-oriented population as well as the Valley at large. Many creek beds extending back into the foothills offer prospects

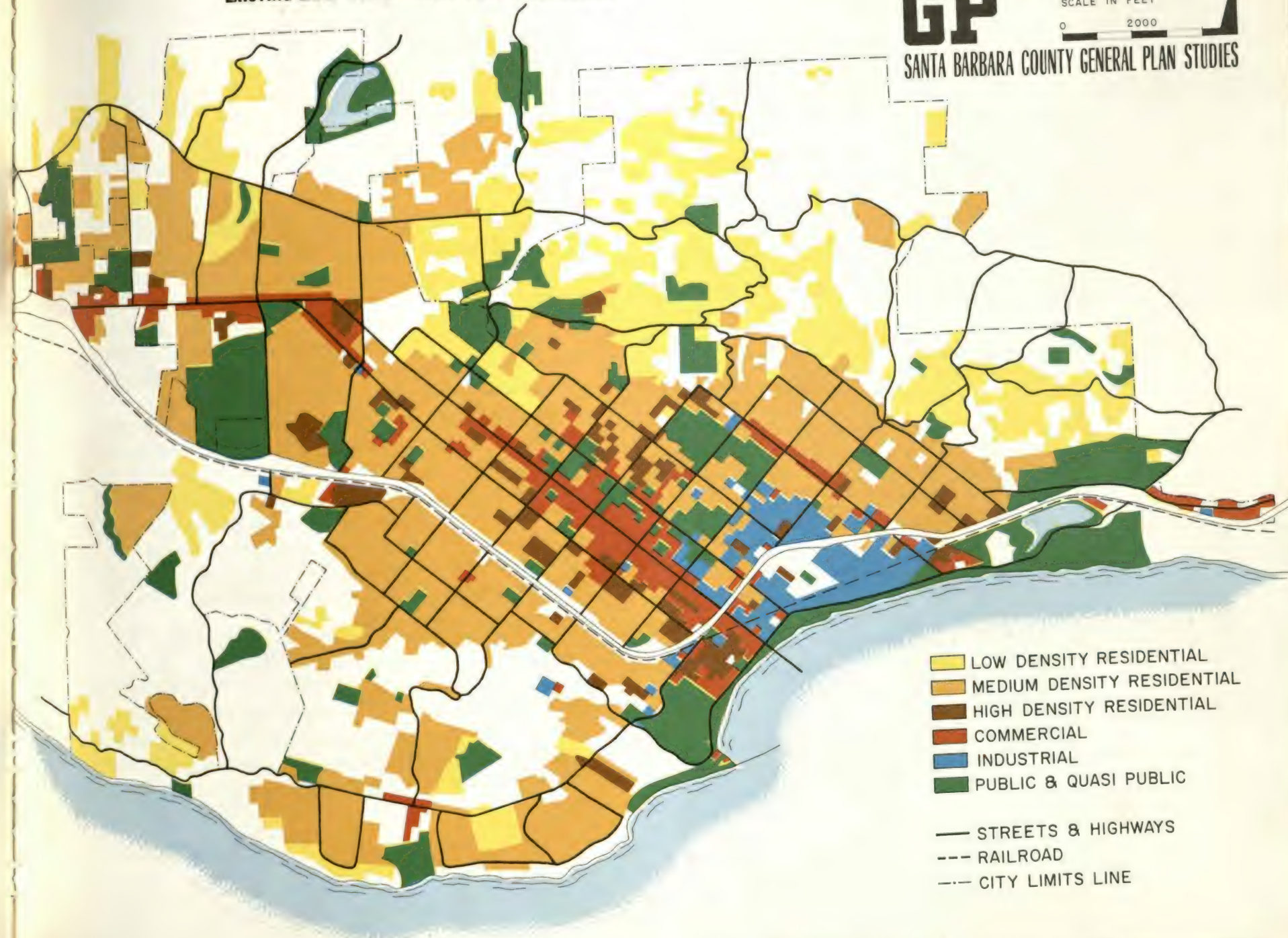
## EXISTING LAND USE OF SANTA BARBARA

**GP**

SANTA BARBARA COUNTY GENERAL PLAN STUDIES

SCALE IN FEET

0 2000



- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & QUASI PUBLIC

- STREETS & HIGHWAYS
- RAILROAD
- CITY LIMITS LINE



Type of Use
Residential
Commercial
Industrial
Railroad & Airport
Public Util. & Oil
Institutional
Public Facilities
Streets & Highways
Urban Total
Agriculture
Open Land
All Uses

CARPINTERIA-SUMMERLAND			
LAND USE	Net Acres	% of Urban Use	(Acres Per Th. Pop. Entire County)
Residential	371	33.4	53.8
Commercial	26	2.3	3.8
Industrial	20	1.8	2.9
Railroad & Airport	162	14.6	23.5
Public Util. & Oil	40	3.7	5.8
Institutional	135	12.1	19.6
Public Facilities	90	8.1	13.0
Streets & Highways	267	24.0	38.7
Urban Total	1,111	(100.0)	161.0
Agriculture	5,201		137.3
Open Land	2,297		
All Uses	8,610		

Acres Zoned	Acres Used:
Residential	402.6
Commercial	.6
Industrial	2.8
Railroad & Airport	108.9
Public Util. & Oil	6.6
Institutional	2.9
Public Facilities	83.6
Streets & Highways	307.8
Agriculture	863.6
Open Land	1,605.5

CARPINTERIA-SUMMERLAND STUDY AREA		
LAND USE	Area Zoned For Residence	Area Zoned For Commerce
Residential	402.6	46.2
Commercial	.6	24.9
Industrial	2.8	7.2
Railroad & Airport	108.9	21.3
Public Util. & Oil	6.6	4.6
Institutional	2.9	.4
Public Facilities	83.6	6.6
Streets & Highways	307.8	121.1
Agriculture	863.6	75.3
Open Land	1,605.5	133.2

Type of Use
Residential
Commercial
Industrial
Railroad & Airport
Public Util. & Oil
Institutional
Public Facilities
Streets & Highways
Urban Total
Agriculture
Open Land
All Uses

MONTECITO STUDY AREA			
LAND USE	Net Acres	% of Urban Use	(Acres Per Th. Pop. Entire County)
Residential	2,261	70.3	332.5
Commercial	54	1.7	7.9*
Industrial	25	.8	3.7
Railroad & Airport	23	.8	3.4
Public Util. & Oil	338	10.5	49.7
Institutional	31	1.0	4.6
Public Facilities	483	15.0	71.0
Streets & Highways	3,215	(100.0)	472.8
Urban Total	535		63.6
Agriculture	2,019		61.1
Open Land	5,769		5.1
All Uses			9.4

\* INCLUDES RESORT HOTELS

Acres Zoned	Acres Used:
Residential	2,083.1
Commercial	48.0
Industrial	.1
Railroad & Airport	25.4
Public Util. & Oil	12.2
Institutional	335.9
Public Facilities	26.4
Streets & Highways	454.9
Agriculture	534.6
Open Land	2,016.8

\* Excludes 3-E-1 Zone

MONTECITO STUDY AREA		
LAND USE	Area Zoned For Residence	Area Zoned For Commerce
Residential	5,537.3*	16.7
Commercial	2,083.1	1.5
Industrial	48.0	5.8
Railroad & Airport	.1	
Public Util. & Oil	25.4	.2
Institutional	12.2	1.2
Public Facilities	335.9	4.3
Streets & Highways	26.4	1.8
Agriculture	454.9	
Open Land	534.6	1.7

Type of Use
Residential
Commercial
Industrial
Railroad & Airport
Public Util. & Oil
Institutional
Public Facilities
Streets & Highways
Urban Total
Agriculture
Open Land
All Uses

GOLETA VALLEY STUDY AREA			
LAND USE	Net Acres	% of Urban Use	(Acres Per Th. Pop. Entire County)
Residential	1,475	36.7	70.2
Commercial	98	2.4	4.7
Industrial	91	2.3	4.3
Railroad & Airport	510	12.7	24.3
Public Util. & Oil	151	3.8	7.2
Institutional	174	4.3	8.3
Public Facilities	629	15.7	30.0
Streets & Highways	888	22.1	42.3
Urban Total	4,016	(100.0)	191.2
Agriculture	6,972		137.3
Open Land	14,555		
All Uses	25,543		

Acres Zoned	Acres Used:
Residential	988.2
Commercial	41.0
Industrial	4.9
Railroad & Airport	107.7
Public Util. & Oil	81.1
Institutional	172.8
Public Facilities	538.0
Streets & Highways	690.5
Agriculture	3,061.6
Open Land	9,050.2

GOLETA VALLEY STUDY AREA		
LAND USE	Area Zoned For Residence	Area Zoned For Commerce
Residential	14,735.9	488.0
Commercial	988.2	41.6
Industrial	41.0	26.1
Railroad & Airport	4.9	4.4
Public Util. & Oil	107.7	7.8
Institutional	81.1	1.3
Public Facilities	172.8	6.5
Streets & Highways	538.0	2.9
Agriculture	690.5	175.0
Open Land	3,061.6	156.9
All Land	9,050.2	480.1

\*This excludes Hope Ranch and the Municipal Airport

Residential	Commercial	Industrial*	Public Facilities	Streets & Highways	Urban Total	Agriculture	Open Land	All Land
3,482.55	383.00	276.40	176.27	1,630.51	6,900.87	87.69	3,560.74	10,549.30

CITY OF SANTA BARBARA			
LAND USE	Net Acres	% of Urban Use	(In County)
Residential	3,482.55	50.4	56.6
Commercial	383.00	5.6	6.2
Industrial*	276.40	4.0	4.5
Public Facilities	176.27	2.2	2.9
Streets & Highways	1,630.51	13.8	15.5
Urban Total	6,900.87	23.6	26.5
Agriculture	87.69	(100.0)	112.2
Open Land	3,560.74		137.3
All Land	10,549.30		

\*Includes Public Utilities, Oil Installations, Railroads and Airports

Acres Zoned	Acres Used:
Residential	3,249.97
Commercial	99.92
Industrial	48.03
Institutional	147.64
Public Facilities	898.84
Streets and Highways	1,290.23
Agriculture	86.82
Open Land	3,451.12

CITY OF SANTA BARBARA		
LAND USE	Area Zoned for Residence	Area Zoned for Industry
Residential	9,272.57	801.95
Commercial	3,249.97	157.66
Industrial	99.92	239.93
Institutional	48.03	35.77
Public Facilities	147.64	35.77
Streets and Highways	898.84	24.14
Agriculture	1,290.23	31.64
Open Land	86.82	226.40
All Land	3,451.12	.87

for the development of riding and hiking trails into the canyons which are now dotted with lemon groves.

• Hope Ranch Park, like Montecito, is a residential community of the highest quality. The continued protection of the character of this area is insured by its effective protective association and covenants.

• Although citrus groves are being replaced by subdivisions, new plantings are occurring to the west end of the Valley, particularly in the canyons extending toward the Santa Ynez Range. Lemon production is still an important element in the economy of the area, and it should be provided planning protection.

• Highway 101 and the Southern Pacific Railroad line—which serves the Valley's agricultural processing plants—divide the study area, and some north-south traffic problems exist. The Ward Memorial Freeway, when completed, will improve traffic movement to and from the vicinity of the University, but congestion during "peak" periods at the two-lane overpasses (over Highway 101) is apt to increase as the areas to the north and south of them develop further. Additional roads as means of contact be-

tween the several parts of the Valley may have to be provided to serve as increasing population.

• The Santa Barbara Municipal Airport is the commercial terminal for the South Coast. Its east-west instrument runway is planned to be extended to accommodate medium range jet planes, and the flight path will lie over areas subject to development. Care must be exercised to provide for the types of land use which will not limit the activities at the terminal nor subject future residents to intolerable living conditions. Other approaches to the airport landing strips lie above the Town of Goleta and a residential subdivision to the north. While the airport performs a needed service to the Santa Barbara area, its location and relationships to other uses of land may cause planning and living problems in the years to come.

• Industrial development is coming to the Goleta Valley. Most of the industries attracted to the area seem to be of the type which can exist harmoniously with the other uses of land destined for the Valley. The restrictive nature of existing industrial zoning will tend to provide protection for the fine places of employment now located here as well as for their residential neighbors.

THE SANTA YNEZ VALLEY The Santa Ynez Valley study area is bordered on the south by the hills south of the Santa Ynez River, and includes valley lands from about two miles west of Buellton eastward to Aguedo Creek, and northward to include Los Olivos. The area contains about 26,000 acres, four per cent of which has been urbanized.

Nearly all of the study area is in ranches and farms, divided between grazing and croplands. Beef cattle, dairy products and poultry are all produced here. Many of the Valley residents have indicated they believe the area should be protected for these uses of land.

Three of the five small communities in the Valley—Santa Ynez, Los Olivos and Ballard—existed in the 1880's when a major transportation route ran through the area. They have not experienced much expansion or physical change since the early days. Solvang and Buellton, however, developed in later years, and have both become tourist attractions, the former as a unique Danish town with numerous gift shops and several restaurants, the latter as a Highway (101) service-commercial center.



- Much of the land north of the Town of Santa Ynez and along the roads leading north and east from Solvang has developed into lots ranging in area from one to twenty acres. The larger of these lots are used partially for agriculture. These property divisions have established a pattern for future residential development here.

- Buellton and Solvang are centers of growing business activity. There are evidences that commercial development tends to expand along the highway between these two communities as well as along the highway between Solvang and Santa Ynez. If this trend continues it might adversely affect some of the best soil areas in the entire Valley. It might also, as experience indicates in other areas, limit the effectiveness of the highways as traffic carriers. Both Buellton and Solvang are now split by major highways. The relocation of Highway 101 through Buellton will change the relationships which now exist between the highway service businesses and the through-traffic route.

- The pattern of land development in Solvang appears to be advantageous. The grouping of shops near the Town center, where all are easily accessible to pedestrian patronage, strengthens this area, and the grouping of housing developments in areas close to the Town center creates a cohesive, efficient community. The maintenance of policies which encourage this type of development will be

beneficial both to the residents and commercial interests in the area.

- The Santa Ynez Airport has developed into a facility for light planes and for sport flying. This latter recreation activity includes sail-planing, parachute jumping and model airplane flying, sports which are restricted at other County airports, as well as at most other airports in Southern California.

**THE LOMPOC VALLEY** The Lompoc Valley study area extends from the boundary of the Vandenberg-Arguello Missile Base east to the Santa Rosa Hills, and from the hills south of Lompoc northward to include the area surrounding the Vandenberg Village and Signature Mission Hills developments. This is an area of about 20,000 acres, nearly 2,000 of which are urbanized.

Considerable urban development has taken place in the study area within the last five years due to the impact of the Missile Facility. Except for the Vandenberg Village and Signature subdivisions three miles to the north on Burton Mesa, however, most of the growth has taken place within and immediately adjacent to the City of Lompoc.

Much of the land surrounding the City is in agricultural use, with flowers and vegetable crops being paramount. The non-croplands are used largely for grazing. South of Lompoc the purest deposit of diatomaceous earth in the nation is mined, and an oil field is being pumped six miles north of the City.

## EXISTING LAND USE OF THE SANTA YNEZ VALLEY

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & QUASI PUBLIC
- AGRICULTURAL
- STREETS & HIGHWAYS

**GP**

SANTA BARBARA COUNTY GENERAL PLAN STUDIES

SCALE IN FEET  
0 4000





# SANTA YNEZ VALLEY STUDY AREA

LAND USE				
Type of Use	Net Acres	% of Urban Use	Acres Per 1000 Population	(Acres Per Th. Pop. Entire County)
Residential	364	34.9	55.2	63.6
Commercial	50	4.8	7.6	6.1
Industrial	143	13.7	21.7*	5.1
Railroad & Airport	124	11.9	18.8	9.4
Public Util. & Oil	2	.2	.3	.6
Institutional	29	2.7	4.4	5.5
Public Facilities	62	6.0	9.4	15.1
Streets & Highways	268	25.8	40.6	31.7
Urban Total	1,042	(100.0)	157.9	137.3
Agriculture	13,222			
Open Land	11,736			
All Uses	26,000			

\*Includes sand and gravel operations

# SANTA YNEZ VALLEY STUDY AREA LAND USE WITHIN SELECTED ZONES

	Area Zoned For Residence	Area Zoned For Commerce	Area Zoned For Industry
Acres Zoned	3,337.0*	272.1	109.1
Acres Used:			
Residential	340.8	30.4	5
Commercial	5.6	32.6	2.0
Industrial	3.4	13.0	37.7
Railroad & Airport	2.0	.3	—
Public Util. & Oil	16.9	1.2	—
Institutional	49.0	7.1	—
Public Facilities	196.0	72.6	8.9
Streets & Highways	1,142.9	32.0	54.8
Agriculture	1,580.4	83.0	5.2
Open Land			

\*Excludes areas zoned for 5 or more acre lots

# LOMPOC STUDY AREA

LAND USE				
Type of Use	Net Acres	% of Urban Use	Acres Per 1000 Population	(Acres Per Th. Pop. Entire County)
Residential	734	38.1	41.9	63.6
Commercial	110	5.7	6.3	6.1
Industrial	96	5.0	5.5	5.1
Railroad & Airport	83	4.3	4.7	9.4
Public Util. & Oil	2	.1	.1	.6
Institutional	31	1.6	1.8	5.5
Public Facilities	200	10.4	11.4	15.1
Streets & Highways	672	34.8	38.4	31.7
Urban Total	1,927	(100.00)	110.1	137.3
Agriculture	8,073			
Open Land	5,000			
All Uses	20,000			

# LOMPOC STUDY AREA LAND USE WITHIN SELECTED ZONES\*

	Area Zoned For Residence	Area Zoned For Commerce	Area Zoned For Industry
Acres Zoned	3,767.8	165.4	112.3
Acres Used:			
Residential	147.6	1.6	2.3
Commercial	25.9	19.0	—
Industrial	2.5	—	14.6
Railroad & Airport	1.4	—	—
Public Util. & Oil	19.7	—	—
Institutional	793.3	—	—
Public Facilities	127.4	10.8	1.5
Streets & Highways	1,466.1	8.0	17.7
Agriculture	1,183.9	126.0	76.2
Open Land			

\*Outside the City of Lompoc

Northeast of Lompoc, the Purisima Mission, a State Historical Monument, is one of the best examples of historical-site restoration in California. It attracts thousands of visitors each year.

The resource which supports the flower-seed and other farming industries so important to the Lompoc area is deep alluvial soil which covers the Valley. Pressures for urban development may make this land difficult to retain in agricultural use in the coming years.

The Santa Ynez River bed, a flood channel, may eventually form a separation or open space between the City of Lompoc and the newly developing areas to the north, offering recreational opportunities as well as possibilities for the extraction of rock and sand. At present, the river poses a flood threat in some areas to the north of the City.

The establishment of major subdivisions north of the City on Burton Mesa, where they provide housing for persons employed at the Missile Base, has started a basic change in the area's land use pattern both in terms of direction and type of growth. The Burton Mesa area thus stands in special need of comprehensive planning to provide a variety of uses of land in order to avoid the development of a "bedroom" community with its attendant fiscal problems.

THE CITY OF LOMPOC The City of Lompoc is not only the commercial center of the Lompoc Valley agricultural community, it's future is closely linked to that of the Vandenberg-Arguello Missile Base — the prime influ-

42

ence of recent growth in the area. The City is laid out in a rigid grid pattern of streets which are unusually wide, providing adequate rights-of-way to accomodate increasing traffic. Railroad tracks penetrate the City however, resulting in a number of at-grade crossings, and some industrial and residential mixture. Trailers and multiple dwellings are noticeably present in the land use pattern — due largely to the demand for housing on the part of Missile Base personnel over the last few years. Also, the recent construction of a community shopping center in the City, in its central business district, has created an unusual commercial pattern for a City of this size.

The City of Lompoc is developing its own General Plan. Since this plan will consider areas in the surrounding County subject to future annexation, coordination of the Lompoc and Santa Barbara County plans is essential.

SANTA MARIA-ORCUTT AREA The Santa Maria-Orcutt study area extends from the Santa Maria River south to the Casmalia and Soloman Hills, and from the confluence of the Cuyama and Sisquoc Rivers westward to the vicinity of Guadalupe. The entire Santa Maria Valley contains about 70,000 acres. Urban use in the Santa Maria-Orcutt area comprises about 5,000 acres.

The community of Santa Maria is the hub of the north-west-County agricultural area, and a center of commerce serving personnel of the Missile Base. Up to the present, its urban development has been fairly compact, with

# EXISTING LAND USE OF THE LOMPOC VALLEY

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & QUASI PUBLIC
- AGRICULTURAL
- STREETS & HIGHWAYS
- RAILROAD
- CITY LIMITS LINE



GP

SANTA BARBARA COUNTY GENERAL PLAN STUDIES

SCALE IN FEET

0 4000



subdivisions constructed adjacent or in areas close to the central City. To the east and west of Santa Maria are extensive lands in truck crop production. South of the City the lands are largely barren, but here, as well as in the hills south of Orcutt, are oil fields which have been producing for several decades.

- The Town of Orcutt, to the south of Santa Maria, developed largely as the headquarters of the Union Oil Company operation in the area. However, most of the urban development to the east and north of Orcutt has

44

#### SANTA MARIA-ORCUTT STUDY AREA LAND USE

Type of Use	Net Acres	% of Urban Use	Acres Per 1000 Population	(Acres Per Th. Pop. Entire County)
Residential	2,210	43.5	59.7	63.6
Commercial	216	4.3	5.9	6.1
Industrial	327	6.4	8.8	5.1
Railroad & Airport	629	12.4	17.0	9.4
Public Util. & Oil	63	1.3	1.7	.6
Institutional	49	1.0	1.3	.5
Public Facilities	418	8.2	11.3	15.1
Streets & Highways	1,165	22.9	31.5	31.7
Urban Total	5,079	(100.0)	137.7	137.3
Agriculture	30,500			
Open Land	34,170			
All Uses	69,749			

#### SANTA MARIA-ORCUTT STUDY AREA LAND USE WITHIN SELECTED ZONES\*

	Area Zoned For Residence	Area Zoned For Commerce	Area Zoned For Industry
Acres Zoned	9,057.3	611.1	2,206.2
Acres Used:			
Residential	874.0	77.6	49.7
Commercial	8.3	37.9	5.5
Industrial	15.5	25.6	124.4
Railroad & Airport			20.0
Public Util. & Oil	7.2	.6	25.3
Institutional	15.7	.8	.2
Public Facilities	81.7	.1	.2
Streets & Highways	609.6	76.7	98.0
Agriculture	1,658.1	127.8	762.4
Open Land	5,792.3	264.1	1,121.4

\*Outside the City of Santa Maria

been due to the activation and growth of the Missile Base. In the Orcutt area development has been scattered, with hundreds of residences built in "patches" surrounded by open land. This scatteration has created demands for shopping and other facilities which in most cases have not been provided because of the lack of a cohesive trading area and adequate purchasing power.

- Land north of the Orcutt "Wye" is dotted with oil wells. This pattern may constitute a deterrent to urban development for some time to come, and thus provide an open space for at least as long as the extraction of oil is profitable.

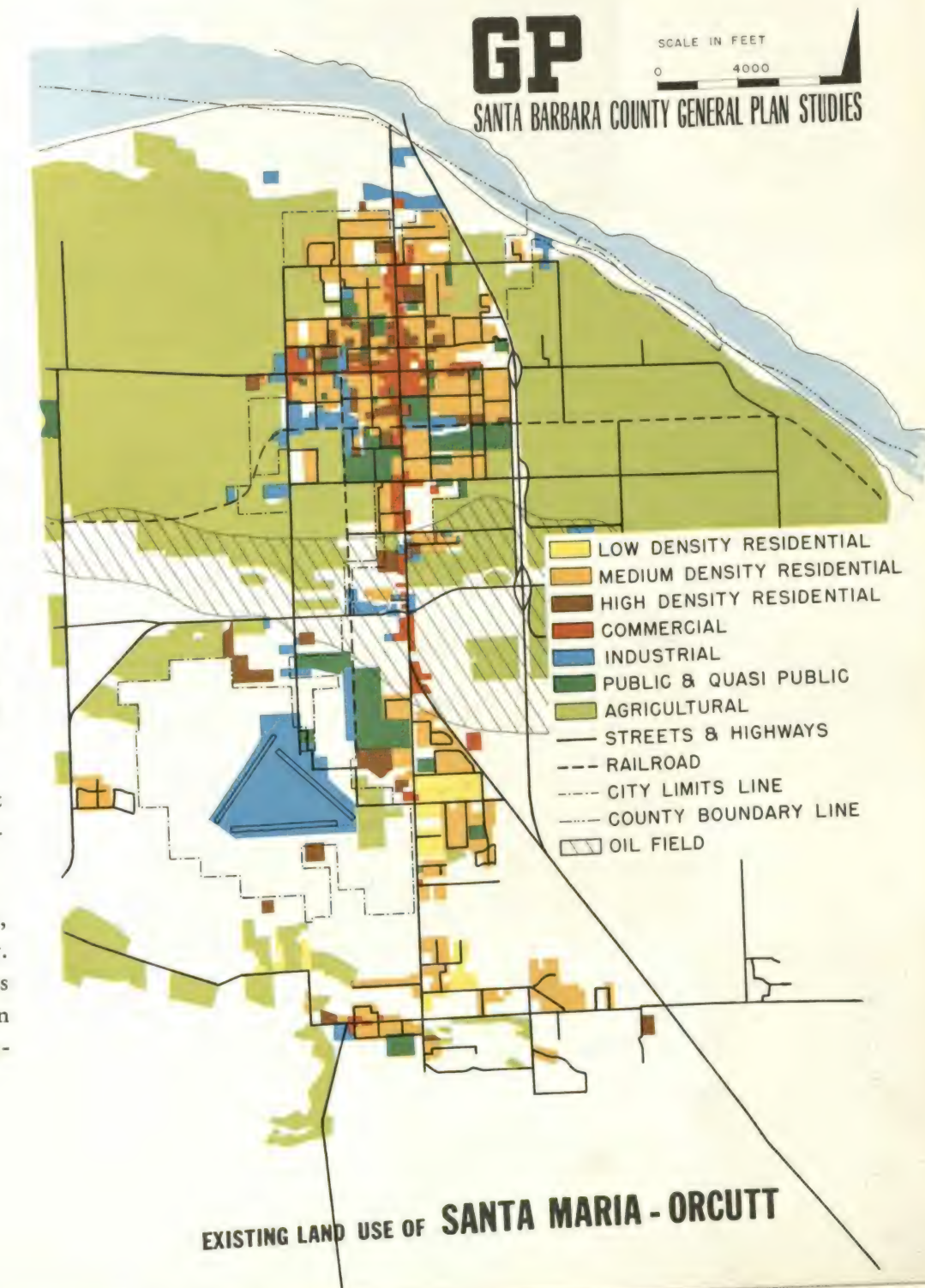
**THE CITY OF SANTA MARIA** The City of Santa Maria is the second largest City in the County, and the north-County trading center. The City's development has been fairly compact, except for the extension southward of commercial and other uses of land. Commercial development extends both north and south from the central business district, following the highway which runs through the City. With the completion of the freeway along the easterly edge of the City, the downtown area will be relieved of through traffic and much of the congestion which now causes problems for shoppers. Adequate means of access to the City center appears to be provided at both ends of the City where the freeway will leave and return to the present Highway 101 alignment. A new community shopping center is going in south of the downtown area which will serve both Santa Maria and Orcutt.

Santa Maria Airport now handles commercial transport service, and may in the future receive medium jet planes. The airport will have an important influence on its surroundings. The City is developing its own General Plan which indicates large industrial areas related to the airport and nearby railroad.

**GUADALUPE** Guadalupe is a community center in the western truck farm area of the Santa Maria Valley. Vegetable cultivation, harvesting and packing constitute the basic employment in the area, and much of it is seasonal. There are wide contrasts in neighborhood environment throughout the community.

**THE CITY OF GUADALUPE** • Guadalupe has made great progress toward redevelopment of its older areas in the past few years. However, much remains to be done, particularly in the central commercial section of the City.

- The sloughs which penetrate the City from the east have potential for open space and recreational use, if properly planned and treated.
- The railroad line, necessary to the produce industry, is an important influence in the land pattern of the City. If it can eventually form a separation of conflicting uses of land, and if the intermixture of uses in the downtown area can be mitigated, the pattern for future development would be considerably improved.



EXISTING LAND USE OF SANTA MARIA - ORCUTT



## URBAN LAND USE IN GUADALUPE

Type of Use  
Residential  
Commercial  
Industrial  
Railroad & Airport  
Utilities & Oil  
Institutional  
Public Facilities  
Streets & Highways  
Total

Net Acres	% of Urban Use	Acres Per 1000 Population	(Acres Per Th. Pop. Entire County)
90.9	37.7	21.6	63.6
8.7	3.6	2.1	6.1
39.7	16.5	9.5	5.1
14.7	6.1	3.5	9.4
.8	.3	.2	.6
7.2	3.0	1.7	5.5
16.6	6.8	4.0	15.1
62.7	26.0	14.9	31.7
241.2	(100.0)	57.0	137.3

**CUYAMA** The Cuyama Valley—about 25,000 acres has two urban parts along Highway 166. One, the original Town of Cuyama, consists mainly of a few old structures remaining from the time this was the community center of the Valley. The other, New Cuyama, is a well-laid out community constructed by the Richfield Oil Company for employees of its operation in the Valley. County "U" zoning applies throughout the entire area.

- The Valley has extensive alluvial soil areas in addition to its thousands of acres of grazing lands. At present, shipment of ranch products is largely to the east—to Bakersfield. When highway access to the coast urban centers is improved, or other means of access provided, the area's potential as a producer of meat, dairy products and other foods should be great.

- Oil is extremely important to the Cuyama area. There is some question as to the future productivity of the fields, but the Richfield Company has gone into secondary recovery operations, and may continue production for years to come.

**LOS ALAMOS** Like the Towns of Santa Ynez and Los Olivos, Los Alamos was an important community center for the surrounding ranches before 1900. With the coming of the auto and the growth of Santa Maria, this

## CUYAMA AND NEW CUYAMA URBAN LAND USE IN

Type of Use  
Residential  
Commercial  
Industrial  
Railroad & Airport  
Utilities & Oil  
Institutional  
Public Facilities  
Streets & Highways  
Total

Net Acres	% of Urban Use	Acres Per 1000 Population	(Acres Per Th. Pop. Entire County)
50.9	33.0	39.2	63.6
3.2	2.1	2.5	6.1
1.1	.7	.8	5.1
23.8	15.5	18.3	9.4
21.3	13.8	16.4	4
2.1	1.4	1.6	5.5
23.0	14.9	17.7	15.1
28.6	18.6	22.0	31.7
154.0	(100.0)	118.4	137.3

importance declined, and the Town today shows little of its former activity.

- There has been some highway commercial development along the Freeway to the east of town, and some trailer parks have been established in this area as a result of the Vandenberg Base activation.

Otherwise, urban growth has not been a factor in Los Alamos in recent years, and the Town—unlike the coastal communities—has to a large extent retained its semi-rural character.

**THE CHANNEL ISLANDS** Santa Rosa, Santa Cruz, San Miguel and Santa Barbara Islands, lying twenty-five or more miles off the south coast, are all part of Santa Barbara County. All are reportedly subject to strong and incessant winds and thus dangerous to approach. Visitors to the Islands are apparently few, and there is no urbanization of them at present. All of the islands are characterized by fairly rough to steep terrain.

Santa Cruz, the largest of the group, is about twenty-one miles long and averages about five miles in width. It rises to an elevation of over 2400 feet. Timber grows on its southwest slopes and there is extensive cover of grass. The Island's shores are generally rugged and steep, a num-

## URBAN LAND USE IN LOS ALAMOS

Net Acres	% of Urban Use	Acres Per 1000 Population	(Acres Per Th. Pop. Entire County)
27.1	26.2	45.2	63.6
3.1	3.0	13.7	6.1
1.1	1.0	1.8	5.1
.2	.1	.3	.6
7	.7	1.2	5.5
5.2	5.0	8.7	15.1
66.4	64.0	110.7	31.7
103.8	(100.0)	181.3	137.3

ber or of coves are suitable as sheltered harbors. Grazing of stock has been the principal use of the Island in recent years.

Santa Rosa, about fifteen miles long and with a greatest width of about ten miles, has no large trees but supports considerable vegetation. Its shoreline is more regular than Santa Cruz, thus there are fewer sheltered harbors. This Island also has been used as a ranch operation.

San Miguel, the westernmost Island, is buffeted by strong westerly winds and is surrounded by dangerous reefs. It formerly was used as sheep grazing land, but in recent years the only significant habitation of the Island has been occasional use by the United States Navy.

Santa Barbara Island lies about forty miles off the southern tip of Ventura County. It is the smallest of the four Islands, and is apparently windswept and barren. It is probably most significant as a government defense or weather station outpost.

The United States Department of the Interior has evinced an interest in some of the Channel Islands as possible public recreation areas. To date, however, no action has been reported relative to their inclusion in the National Park system.



**GP**  
SANTA BARBARA COUNTY GENERAL PLAN STUDIES

## NEW CUYAMA



## LOS ALAMOS



- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & QUASI PUBLIC
- AGRICULTURAL
- STREETS & HIGHWAYS
- RAILROADS
- CITY LIMITS LINE
- COUNTY BOUNDARY LINE



# THE CIRCULATION SYSTEM

A community's circulation system is the means by which people and goods are able to move and be moved throughout the community as well as into and out of it. It is vital to the community's day-to-day existence, and normally occupies about thirty (30) per cent of its developed land. It is, therefore, a major element in the General Plan.

Santa Barbara County's circulation system is made up of several elements — air and water transport terminals, rail facilities, and the network of streets and highways on which auto, bus and truck traffic is accommodated.

Air transport is growing in importance as a mode of transportation in the County. Commercial airline service is provided at both the Santa Barbara and Santa Maria airports. In addition, local airports serving private aircraft are located near Lompoc, Santa Ynez, Cuyama and Carpinteria. Helicopters use this latter field and one near Gaviota for ferry service to offshore oil operations. In the future, the Vandenberg Air Force Base may well be the "airfield" for transportation into space.

Rail transportation service is provided to all communities along or near the County's coastline, but inland areas (the Santa Ynez and Cuyama Valleys) have no such service. The Southern Pacific road extends through Carpinteria, Summerland, Santa Barbara, Goleta and Gaviota along the south coast. On the west coast, the road extends through Vandenberg Air Force Base and thence through Casmalia and Guadalupe. A branch line extends eastward from the main line to serve the Lompoc area,

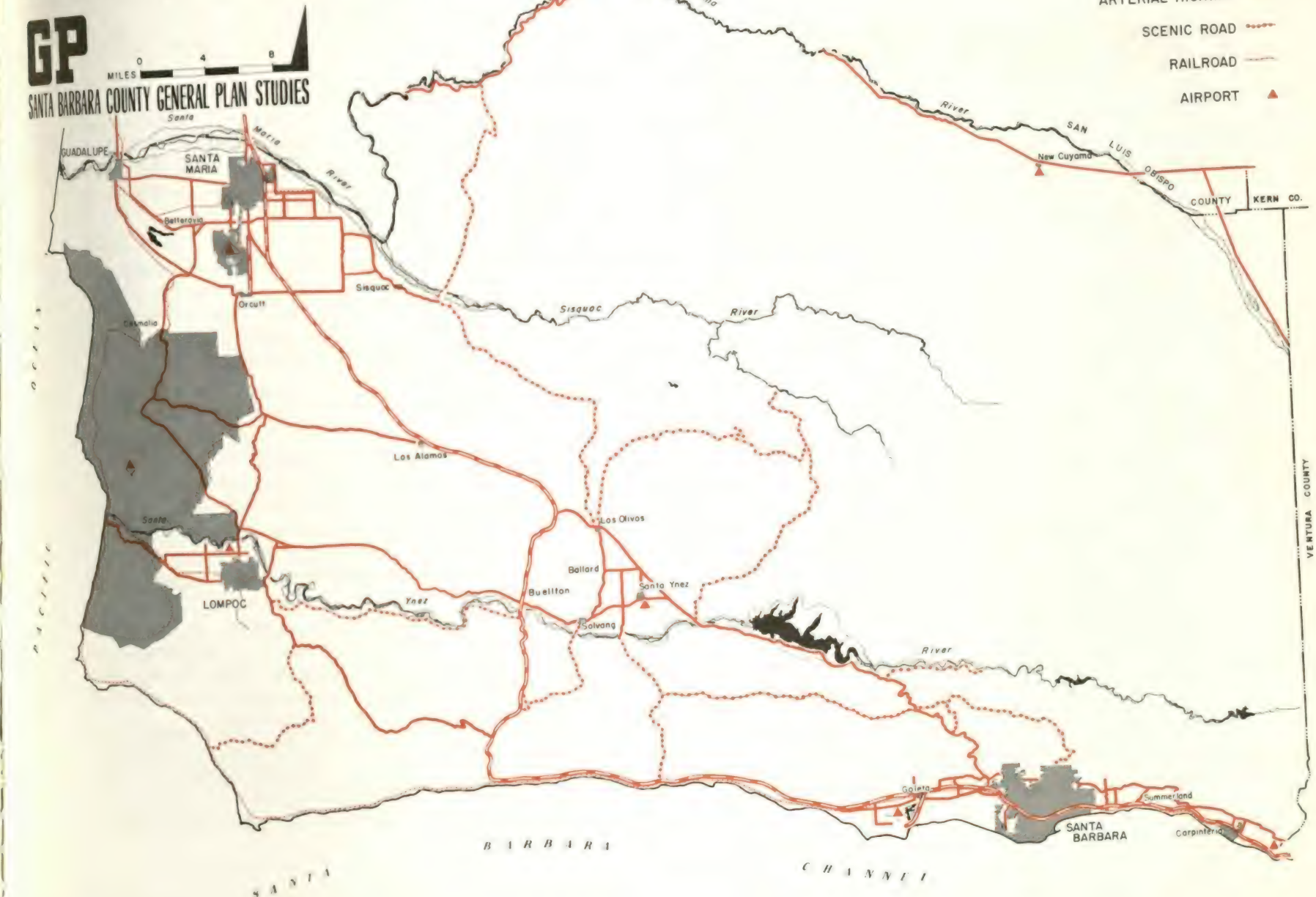
and an independent line — the Santa Maria Valley Railroad — connects the Santa Maria area with the Southern Pacific at Guadalupe. The rail transport system is of special importance to the County's agricultural operations.

The street and highway element of the circulation system is of prime importance in the General Plan since it must be maintained or extended to serve all of the County's communities and to provide access to and from all developed properties. Moreover, the need for various types of community streets and highways is determined by the pattern of land use, thus both circulation and land use must be planned coordinately.

Urban streets and highways are of various types, depending on the functions they are to perform. The function of a local street is to provide access to individual properties. That of a collector street is to move traffic from local streets to neighborhood centers or to arterial or major highways. The function of arterial or major highways is to carry large volumes of traffic between areas which are major traffic generators and to points outside the community. The type of vehicular use of a street, therefore, defines the street's function. As the function of the street involves heavier traffic volume and higher speed, it requires progressively greater limitation of access and intersection, and usually greater width.

It is the functional system of major streets and highways with which the General Plan is to be concerned. The system must be planned as an integrated network in order to provide for future continuity and ease of movement

## ELEMENTS OF THE CIRCULATION SYSTEM





of vehicles of all types. At the same time, it should be consistent with an efficient and harmonious pattern of land use.

Shown on the accompanying map are the major elements of the County's circulation system. U. S. Highway 101 is the backbone of the road network. Traversing the area from southeast to northwest, it is the major carrier of traffic within the County as well as to and from places outside its borders. It is planned to serve eventually as a full freeway.

On the south coast, in addition to Highway 101, several important arterial roads serve as connections from east to west. One, entering from Ventura County (from Ojai and points east), follows the foothills to a point northwest of the City of Santa Barbara, then leads northerly over the San Marcos Pass to the Santa Ynez Valley. An extension of this road westward through the Goleta Valley foothills is partially complete, and will eventually connect with Highway 101 at the west end of the Valley. Cliff Drive, leading west along the coast from the City of Santa Barbara, provides arterial access to the Mesa area, and Hollister Avenue, connecting the City with the Town of Goleta and its industrial areas to the west, carries large volumes of inter-community traffic. Although these arterials now provide access to abutting properties, there will be a need for future regulation of the points of access along them.

In addition to the east-west arterial roads on the south coast, several major streets and roads extend north and south, connecting areas on the mountain and ocean sides of Highway 101. Also, the Ward Memorial freeway extension to the University, when completed, will move large volume of traffic. It may eventually be extended

westward from the campus to carry Highway 101 traffic to the University area from that direction.

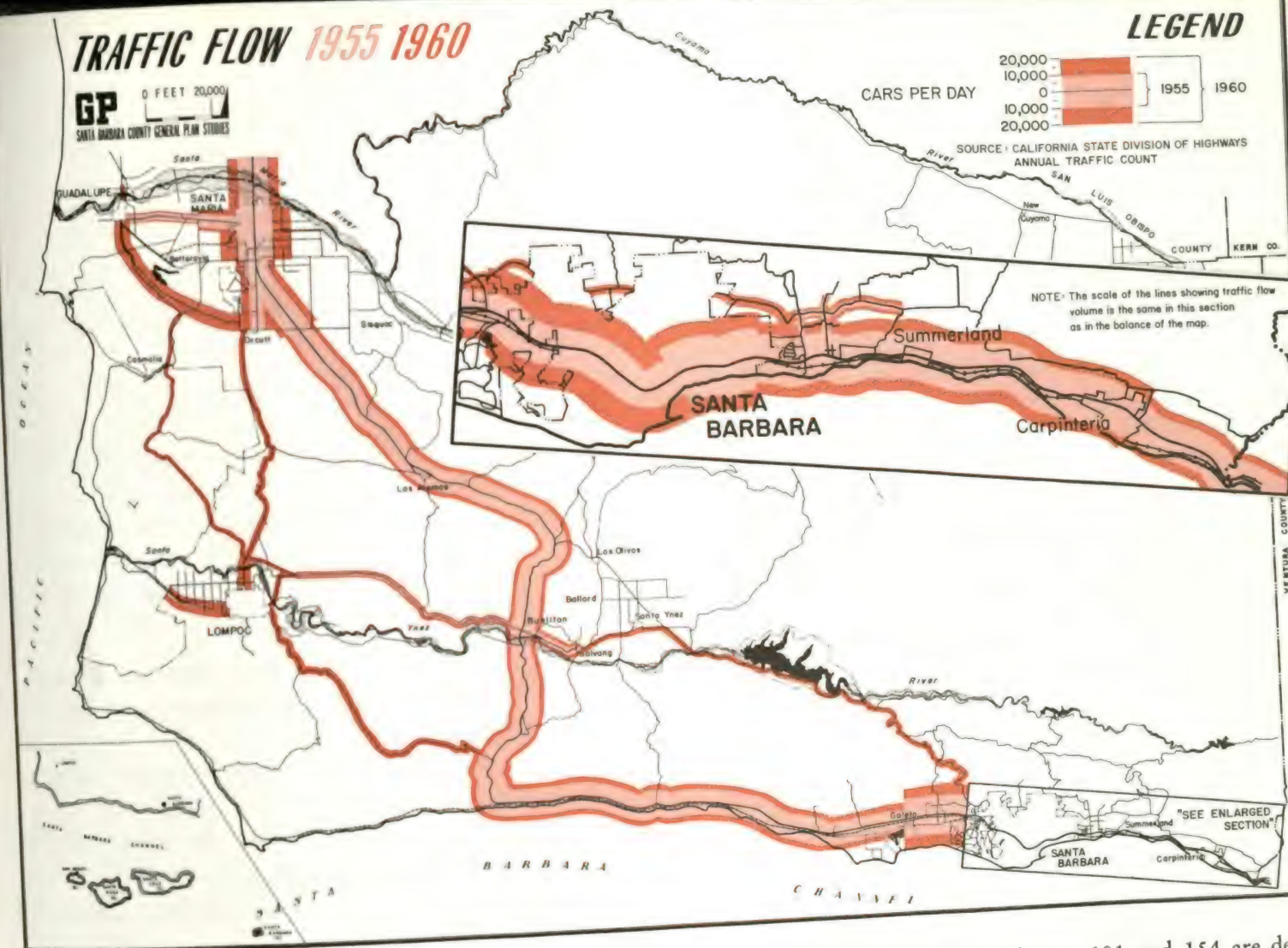
In the Santa Ynez Valley, San Marcos Pass Road enters from the south and branches into two routes connecting with Highway 101, one of which extends on westward from Buellton to the City of Lompoc. Two other major roads, San Julian and Santa Rosa, connect Lompoc to Highway 101 at points south of Buellton.

Arterial roads lead west from Lompoc to the Missile Base and northward to the Base and to Casmalia and Santa Maria. In the Santa Maria Valley a number of important arterial roads connect its various parts—including the highway to Guadalupe and roads leading south toward the Missile Base.

Cuyama is connected to the coastal areas of the County by only two major routes. One leads from Santa Maria, generally following the County's northern border (but passing through parts of San Luis Obispo County) to the Town of New Cuyama and on to Bakersfield. The other leads eastward from the Carpinteria Valley into Ventura County, and thence northward to a connection with the Cuyama-Bakersfield highway. Both of these roads traverse mountainous areas, and carry only a limited volume of traffic.

Several other roads in the County are important from a rural or recreational standpoint. It is likely these roads will play an important part in the further development of the County's vast recreation potential.

The principal inter-community travel routes in the County are State highways, the development and maintenance of which are to some degree funded with State and Federal assistance. Thus highway development requires continuous coordination of policies of the State,



the County, and the several cities. The interest and co-operation of all of these agencies in long-range highway planning is essential to avoid the costly condemnations involved in opening and widening roads after development has taken place.

As part of its long-range highway plan, the State has developed proposals for a system of scenic highways

throughout California. Highways 101 and 154 are designated as scenic routes in Santa Barbara County in the State's proposals, as are routes 166 and 399 leading inland along the County's borders to the Cuyama Valley. The other major recreational roads in the County, although not having the same status, could be coordinated with the State system in this area.



# COMMUNITY FACILITIES

**WATER SUPPLY** The Santa Ynez River system supplies water for the communities within its watershed—in the Santa Ynez and Lompoc Valleys. In addition, excess water from it (that which would run into the ocean if not diverted) is impounded in three reservoirs and supplied to the south coast area through aqueducts tunneled through the Santa Ynez Mountains. Except for this Santa Ynez supply, the water needs of the County are met by pumping from natural underground storage areas. In some parts of the County more water has been removed from these underground storage areas than has been returned to them. Moreover, although underground barriers appear to have prevented the intrusion of salt water into these underground reservoirs, there is a possibility of such intrusion wherever the water table drops below the level of the sea.

The County Water Agency recently (June, 1961) issued a report concerning the area's future water needs and resources, in which it was recommended that the County participate provisionally in the State's Feather River Project in order to assure an adequate water supply

\*Investigation of State Water Resources Development System As A Source of Supplemental Water for Santa Barbara County. Bookman, Edmonston and Gianelli, Consulting Civil Engineers.

to meet future demands.\* The report assumed a projected County population of 234,000 by 1970 and 299,000 by 1980. It indicated that supplemental water will eventually be needed throughout the County, and that although the time of this need cannot be predicted with certainty, evidence suggests that shortage of water may develop in some County areas within the next two or three decades. As to individual areas, the report indicated:

- the Santa Maria Valley ground water level is dropping because of overdraft, and this condition could result in sea water intrusion into the supply within ten to thirty years. Moreover, the water supply would be further diminished if the liquid wastes from sewage disposal were run into the ocean rather than being allowed to return to the soil, if additional use of water in Cuyama reduced the Twitchell Reservoir supply, or if additional irrigation occurred in the area;
- the South Coast water supply is apparently adequate for something like the next thirty years, but a number of contingencies — increased water use in the Santa Ynez watershed, periods of severe drought, greater-than-projected demands for water in the Goleta and Carpinteria Valleys — make any predictions uncertain;

- in the Lompoc Valley, sufficient water is indicated for the next two or three decades, but a serious problem exists with respect to ground water quality. Here, also such things as exportation of sewage to the ocean, increased irrigation, or accelerated water use at the Vandenberg Base would cause lowering of the water table and an advancement of the date when supplemental water would be needed;

- the Santa Ynez Valley apparently has sufficient water from upland ground stores and from Cachuma for the foreseeable future;

- and Cuyama Valley appears to be in no imminent need of additional water, although its water quality is not good for some purposes because of its high mineral content.

The effect of urbanization on the rate of water use is apparently dependent on conditions prevalent in the area under consideration. Urbanization of formerly dry lands, for example, would increase net water use, while in areas of unconfined ground water, urbanization of irrigated lands might result in a reduction of net water use (unless ocean outfall sewers were in use).

Generally speaking, in nearly all areas of the County where recent urbanization has occurred (except perhaps in the Buellton area), it has resulted in an increase in net water use—because it has occurred largely on dry land or on orchard lands in areas of confined ground water. On

the other hand, future urbanization of truck crop lands, such as in the Santa Maria or Lompoc areas, may result in a reduction of net water use.

**STORM DRAINAGE** The storm drainage pattern along the County's south coast is one of numerous short drainage basins leading from the Santa Ynez Mountains to the ocean. The remainder of the County is divided into drainage basins constituting the two major watersheds. Except in a few cases, such as in the City of Santa Barbara, storm water is carried along the surface of the streets and channeled into creeks or ditches, many of which are subject to flooding during periods of heavy rain.

- At present, most of the Carpinteria Valley has either a storm drainage or flood problem which must be corrected before further urbanization can take place.
- The Summerland area is free from flood hazard.

## SANITARY SEWER SYSTEMS IN SANTA BARBARA COUNTY

Name of Community Served	Number of Persons Served	% of Plant Capacity Used
Carpinteria	5,000	33
Summerland	500	17
Montecito	600	45
Santa Barbara	63,000	63
Goleta	15,000	35
Solvang	2,000	100
Buellton	500	100
Lompoc	16,000	73
Vandenberg Village	600	12
Signature Homes	600	22
Laguna Sanitary District	5,600	37
Santa Maria Airport	2,500	25
Santa Maria	24,000	24
Guadalupe	2,700	45
New	600	50



- Montecito has numerous minor flood problems.
- In the City of Santa Barbara — roughly between Mission Creek and the hills to the west, south of Mission Creek — is subject to flooding, although a flood protection plan has been prepared for it.
- The Goleta Valley had a large flood hazard area between Hollister Avenue and Atascadero Creek, but much of this condition has been corrected by channel work and filing done by subdividers in the area. The remaining flood area lies west of Patterson Avenue. Much of the Airport property and the low-lying land of the Bishop Ranch west of Storke Road is subject to flooding, and no plan has been adopted for control of the condition. An erosion hazard exists on all property adjacent to creeks in this area.
- In the past, considerable flood danger existed in the Santa Maria Valley. This situation has been partially corrected by levee work along the Santa Maria River and the construction of Twitchell Dam. Drainage plans for the Santa Maria and Orcutt Wye areas have been prepared, and when implemented will complete the protection of these areas. The only remaining areas in the Valley on which flood hazard will exist are Guadalupe Lake and Green Canyon. No plan is contemplated for correction of these situations.
- Many places along the Santa Ynez River are subject to

flooding. The only existing drainage plan is one for the area in and around the City of Lompoc.

- In the Cuyama Valley, most of the land near the river will flood in times of heavy rain. Since this is an agricultural area, no flood control plan has been put into effect.
- In the San Antonio watershed (which includes the community of Los Alamos) a number of areas have flooded during heavy rains.

While the drainage areas throughout the County pose problems for development, it is important that they also pose possibilities for open space and for recreational activity.

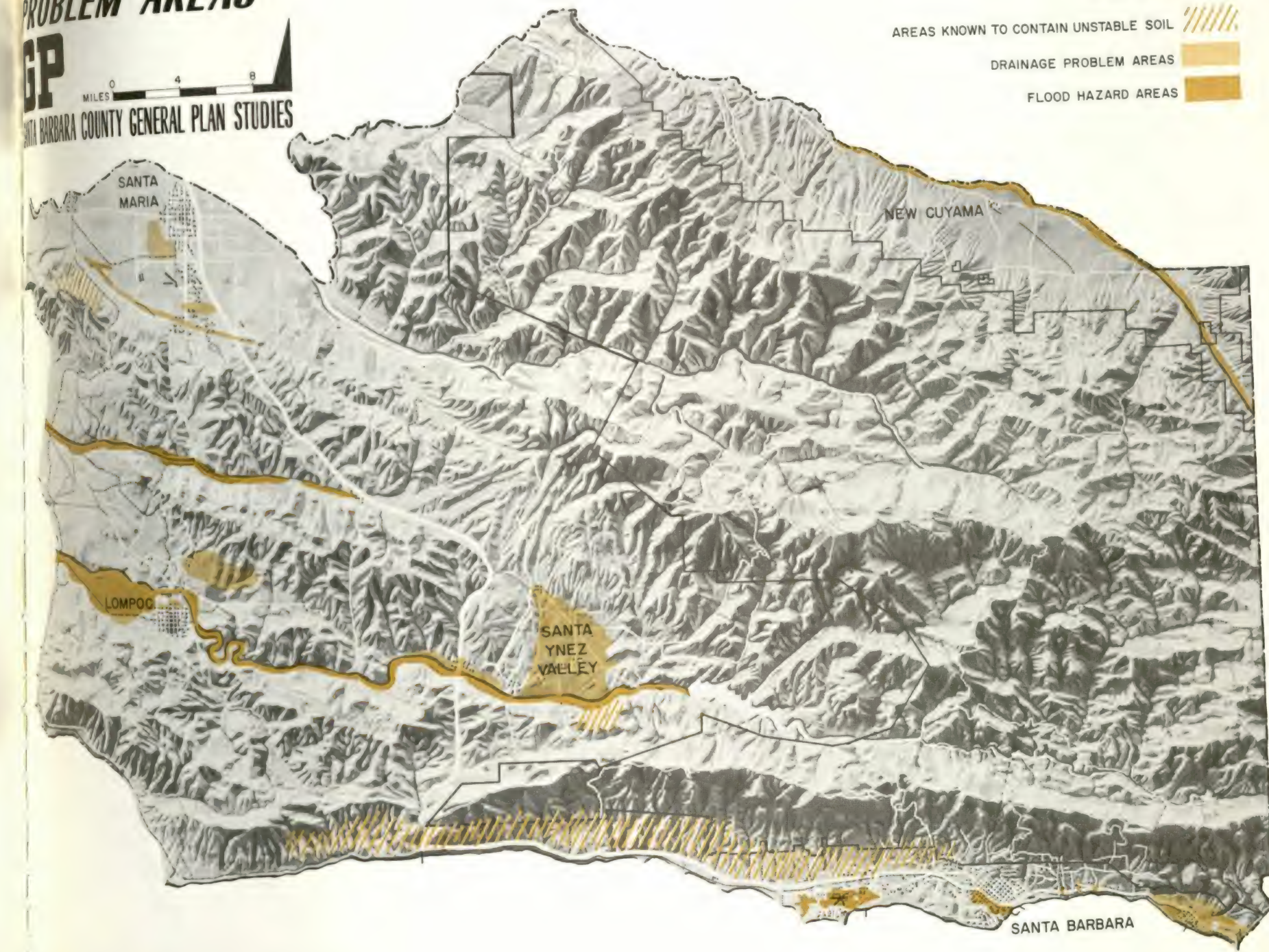
**SANITARY SYSTEMS** At present there are fifteen sanitary sewage treatment plants in the County. These plants have been established within special tax districts, and can be expanded to meet future needs of the districts. The sewage systems now serve an estimated 140,000 persons, and are capable of serving 330,000.

**REFUSE DISPOSAL** Refuse disposal in the County is regulated by ordinance. The County has maintained five sanitary landfill areas near the City of Santa Barbara and the Towns of Solvang, Los Alamos, Sisquoc and Orcutt. Each of the four incorporated cities in the County also maintains a similar refuse disposal area near it, as does the Richfield Oil Company at Cuyama.

## PROBLEM AREAS

GP

SANTA BARBARA COUNTY GENERAL PLAN STUDIES



## LEGEND

- AREAS KNOWN TO CONTAIN UNSTABLE SOIL
- DRAINAGE PROBLEM AREAS
- FLOOD HAZARD AREAS



Some of these facilities are approaching the limits of their capacities (those on the South Coast, and the City facility at Guadalupe, for example), and new adequate sites must be found the use of which will not be detrimental to surrounding properties. Also, since distance between the facility and the collection point is an important economic factor, sites must be chosen which keep length-of-haul to a minimum. The County Disposal Areas Division recommends a maximum haul of fifteen miles for economical operation.

**SCHOOLS** Rapid population growth during the past few years has caused pressures for expansion of most all of the County's schools. The University of California at Goleta has been rapidly expanding its programs and facilities, and Westmont College in Montecito as well as the Junior Colleges in Santa Barbara and Santa Maria have felt the impact of increased enrollments. The greatest pressures for expansion, however, have been apparent in the elementary and secondary schools. In these public schools enrollment has increased at an average annual rate of sixteen (16) per cent during the past three years, with the schools in the vicinity of Vandenberg Air Force Base and in the Goleta Valley bearing the brunt of this immigration of students.

There are twenty-four elementary school districts in the County. Differences in taxable valuations and in numbers of pupils among them along with mounting ad-

ministrative costs have pointed up the need for district unification. The State has adopted legislation requiring each of its Counties to prepare a Master Plan for school district unification by September, 1962. The Santa Barbara School Department is now preparing such a plan.

With respect to the provision of new schools, State law now requires that, when a community *General Plan* has been adopted, local school boards must follow the Plan in the choice of school sites. This requirement can be avoided only by a two-thirds school board vote. In addition, State law requires that all school districts, other than city districts or unified districts having 1500 or more students, have school locations and site plans approved by the Department of Education. Certain considerations have been set forth as criteria of approval. These are used by most of the school districts in Santa Barbara County:

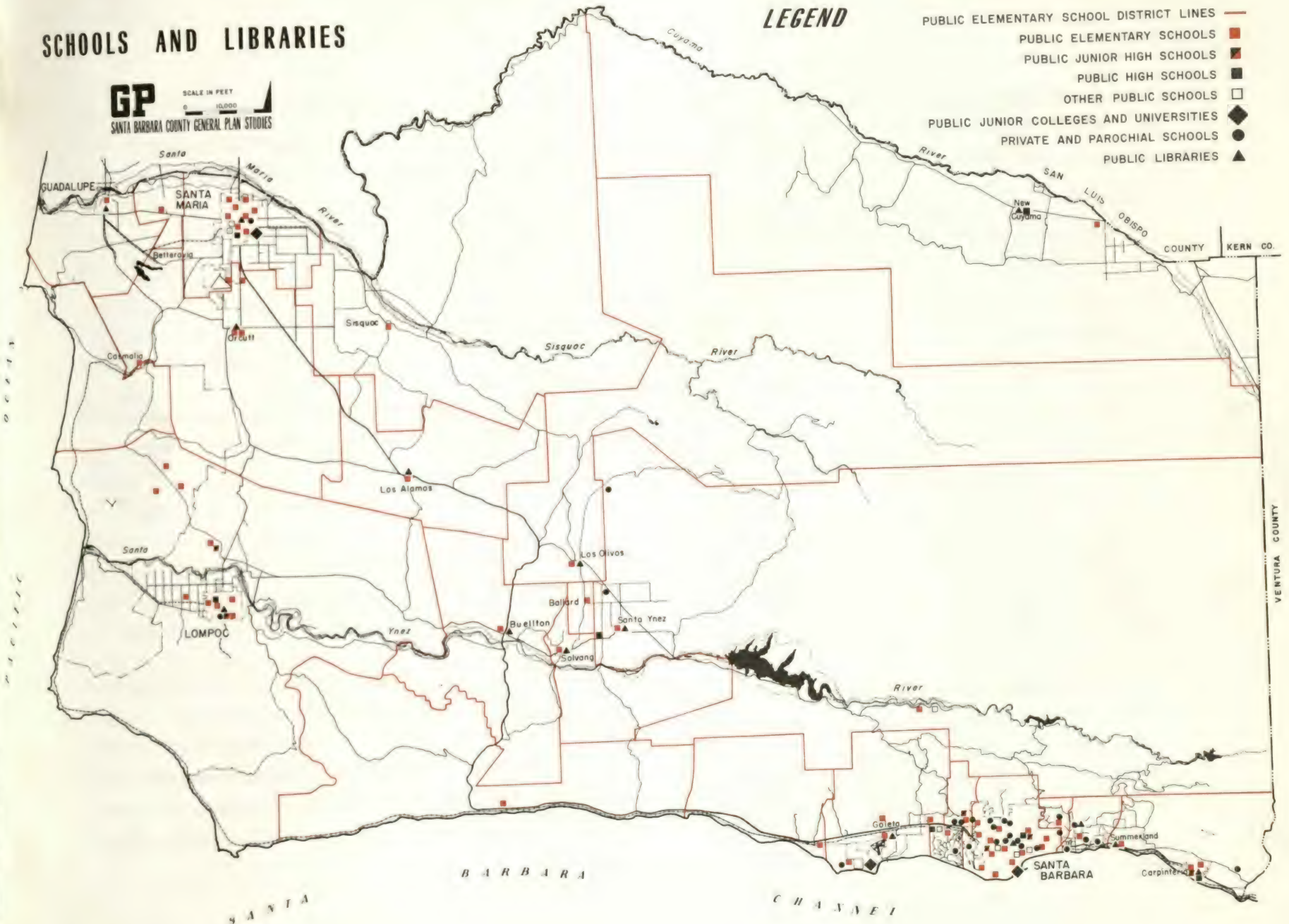
- Accessibility
  - (a) elementary pupils should not have to walk more than half a mile to school, and secondary pupils no more than two miles.
  - (b) public transportation to school should be provided for students where walking distance is too great or walking conditions either undesirable or hazardous;
  - (c) future subdivisions or thoroughfares should be considered in locating schools with respect to accessibility.
- Environment
  - (a) schools should not be located in districts where busi-

## SCHOOLS AND LIBRARIES

**GP** SCALE IN FEET  
0 10,000

### LEGEND

- PUBLIC ELEMENTARY SCHOOL DISTRICT LINES —
- PUBLIC ELEMENTARY SCHOOLS ■
- PUBLIC JUNIOR HIGH SCHOOLS ■
- PUBLIC HIGH SCHOOLS ■
- OTHER PUBLIC SCHOOLS □
- PUBLIC JUNIOR COLLEGES AND UNIVERSITIES ◆
- PRIVATE AND PAROCHIAL SCHOOLS ●
- PUBLIC LIBRARIES ▲





ness or industrial activity, atmospheric conditions, noise or light obstruction would be detrimental to good school environment;

- (b) proximity to other public facilities such as parks and playgrounds should be considered for possibilities of student use;
- (c) prospects for future development of land should be considered in locating schools with respect to environment.

- Size of Site

- (a) elementary schools — five usable acres plus an additional acre for each one hundred (100) pupils;
- (b) junior high schools — fifteen usable acres plus an additional acre for each one hundred (100) pupils;
- (c) high schools — thirty usable acres plus an additional acre for each one hundred (100) pupils;
- (d) junior colleges — one hundred usable acres.

**LIBRARY SERVICE** In August of 1961 the County Board of Supervisors approved a library service policy under which the Cities of Santa Barbara, Santa Maria and Lompoc are to provide free library service to the communities within their assigned districts — Santa Barbara's dis-

trict including the first, second and third supervisorial districts, Lompoc's the fourth, and Santa Maria's the fifth. The County allots library service funds to the three Cities on the basis of population to be served by each. The Santa Barbara library serves the communities of Carpinteria, Summerland, Montecito, Goleta, Solvang, Santa Ynez and Los Olivos with branch libraries; Lompoc serves only one branch at Buellton; and the Santa Maria library serves branches at Guadalupe, Orcutt, Los Alamos and Cuyama.

**PARKS** With its pleasant climate, over one hundred miles of shoreline, and its expanse of mountain and other scenic areas, Santa Barbara County is a natural outdoor recreation area. Few places possess such a combination of recreational assets. Opportunities for outdoor recreation not only contribute to the health and well-being of County residents, they attract visitors whose expenditures here constitute a major element in the local economy.

The County Division of Parks maintains twenty park-recreation areas throughout the County. Seven of these are beach parks, most of which include trailer camping facilities, while twelve are picnic areas, having play equipment and facilities for family and group entertainment. The other County-operated park is the Cachuma Recrea-

tion Area which has camping facilities and offers boating and fishing activity. Some of these areas maintained by the Division of Parks are owned by the United States or the State of California.

There are two beach-camping facilities operated by the State — El Capitan and Carpinteria Beach Parks — and the United States Forest Service maintains a number of camping and picnic areas to the east of Lake Cachuma as well as several such areas throughout the remainder of Los Padres National Forest. District Rangers of the Forest Service are now working on a Master Multiple Use Management Plan which will include recreational facilities as well as roads and scenic trails. The Plan should be completed by July, 1962.

Each of the Cities of Santa Barbara, Santa Maria and Lompoc has its own park and recreation department, maintaining local recreation programs and facilities. The City of Santa Barbara particularly has some outstanding recreation areas in its beaches and harbor facilities.

There are a number of parts of the County, particularly those in which rapid urbanization has recently occurred, where additional parks and play areas are needed. To date, the County has no established program for the

purchase of such facilities to meet present and future needs. As part of its subdivision regulations, however, a policy has been established under which "open space," or neighborhood recreation areas, may be provided in new housing tracts. This policy is an important beginning toward attention to the long-range recreational needs of the people of Santa Barbara County.

**RIDING AND HIKING TRAILS** In 1945 the California Legislature provided for the establishment of a State-wide system of riding and hiking trails. The plan for this system envisions a State Trail extending from the Mexican border to Oregon, with a loop around both sides of Sacramento and San Joaquin Valleys. At the request of an advisory committee, a plan for the State Trail through Santa Barbara County was prepared by the County Planning Department. The plan was subsequently approved by the County Board, and finally by the State Park Commission in 1949.

A Master Plan of Riding and Hiking Trails on the South Coast was adopted by the Board of Supervisors in 1954. This plan designates a number of trails which extend from Montecito, Santa Barbara and the Hope-Goleta area up to the crest of the Santa Ynez Mountains. Both



public and private agencies are now assisting in making these trails available for recreational use.

**HISTORICAL SITES.** The most important "community facilities" which maintain and nurture the character or image of Santa Barbara County are the many historical areas and monuments within it which draw the attention of persons throughout the nation and the world. The three Missions — Santa Barbara, Purisma at Lompoc, and Santa Ines at Solvang —, San Marcos and Gaviota Passes, the numerous adobes and other reminders of Santa Barbara County History to be found in all of its communities are significant assets. These landmarks should be considered as keystones in the formulation of the Plan. Whenever possible, the preservation or restoration of them should be carried out.

**OTHER COMMUNITY FACILITIES** The County's Fire and Health Departments, the Sheriff's Office, and other public agencies all are involved in the planning of physical facilities for the performance of their functions in rapidly growing Santa Barbara County. Close consultation with these agencies will be a necessary part of the program for formulation of the County's General Plan. It is only in this manner that all public facilities can be coordinated in an efficient framework for providing public services.

## PICNIC AND PLAY AREAS

Park	Size (Acres)	Play-ground	Play-field	Picnic Area	Camping	Other
Toro Canyon	10.0					Unimproved
Manning	11.0	X	X	X		
Tucker's Grove	32.0	X		X		
Paradise	8.42	X		X	X	
Nojoqui Falls	51.54	X		X	X	
Solvang Park	.63			X		
Miguelito	5.0	X		X		
Santa Rosa	17.50	X		X		
LeRoy	3.98	X		X		
Waller Park	77.29	X	X	X		
Sportsman Field	40.0					Unimproved
Aliso	20.0			X	X	
Richardson	9.0	X		X		

## BEACHES AND BEACH PARKS

Park	Size (Acres)	Boating	Swimming	Picnic Area	Fishing	Camping	Play-ground	Other
Carpinteria Beach	36.0		X	X		X	X	Community Building
Lookout Park	2.5			X				Pier
Goleta Beach	24.0	X	X	X	X		X	Pier
Gaviota	8.8	X	X	X	X	X		
El Capitan	111.0		X	X	X	X		
Refugio	35.5		X	X	X	X		
Cachuma	167.0	X	X	X	X	X	X	
Jalama	23			X	X	X		
Ocean Park	40	X		X	X			Duck Hunting

## OTHER RECREATIONAL AREAS

Area	Use
Polo Field	Private polo field
Valley Club	Private 18 hole golf and country club
La Cumbre	Private 18 hole golf and country club
4H Camp	Camping for 4H Club in U.S. Forest
Y.M.C.A.	Camping for Y.M.C.A. in U.S. Forest
San Marcos	Private 9 hole golf club
Camp Drake	Camping for Boy Scouts in U. S. Forest
Alisal Ranch	Private country club and guest ranch
Mission Santa Ynez	Historic Mission in Solvang
La Purisima Mission	State Historical Monument
Santa Maria Golf Club	Private 18 hole golf and country club

## NATIONAL FOREST RECREATION AREAS

Park	Camping	Picnic Area
Goddard		X
Los Prietos		X
Lower Oso	X	X
Santa Ynez	X	X
Red Rock	X	X
Oso	X	X
Fremont Camp	X	X
De la Guerra	X	X
Cachuma Camp	X	X
Figueras Catway	X	X
Figueras	X	X
Junction	X	X
Figueras Picnic 1		X
Figueras Picnic 2		X
Davy Brown	X	X
Colson Canyon	X	X
Bates Canyon	X	X

# EXISTING PARKS, CAMP GROUNDS AND MISSIONS

## LEGEND

PARKS AND CAMP GROUNDS ●

HISTORIC MISSIONS △



NOTE: Local parks and playgrounds in cities have not been shown.





ABOVE: SANTA YNEZ VALLEY SCENE  
NEWS-PRESS PHOTO  
BELOW: OFF-SHORE DRILLING ISLANDS AS SEEN FROM MONTECITO  
NEWS-PRESS PHOTO



BELOW: RYON PARK IN THE CITY OF LOMPOC  
LOMPOC CHAMBER OF COMMERCE PHOTO



## COMMUNITY

In the preparation of any plan for the future of Santa Barbara County, concern and respect for the visual environment must be as carefully considered as the land use pattern or the highway system. Much of the area, in its natural state, is exceptionally beautiful.

Under the pressures that are likely to appear in the near future (it is difficult to think that greater pressures than those already experienced are possible) there may be the tendency to allow the standards to decline. This would be tragic, for every new development coming to the County is being attracted here because of the QUALITY that has been identified with this area. Further, this same quality has, over the years, attracted visitors to the County in sufficient number to place tourism as a major income generator.

The value of every parcel of property in the County is based on the standards which have been maintained by its residents. One might ask . . . if Santa Barbara County and its cities reduce their standards in order to be competitive with other areas of the State, why should one come to Santa Barbara? . . . there is no lack of developable land in these other sections.

Past developments in almost every part of the County have been done tastefully. There are exceptions, of course,

## APPEARANCE

but where one might be critical of one development, there are two that compensate by virtue of their excellence.

THE ELEMENTS THAT COMPRISE A QUALITY OF APPEARANCE. Approaching a community from a distance, one is immediately aware of the manner in which man has superimposed urbanization onto the natural landscape. He either carefully blends the man made with the natural and, in the process, preserves and enhances the environment, or he ignores his responsibility and creates visual unpleasantness. The responsibility of any development is two-fold . . . to provide pleasant space for the persons using the facility and, in the process, to so design and locate the facility that its introduction onto the landscape will add to, not detract from, the quality of the total environment. This two-fold objective is applicable to all forms of urban development . . . the roads, homes, shops, factories, schools, etc.

The second impression one receives of a community relates to the immediate approaches to it. If the streets are handsome, the building heights and setbacks varied, and the landscaping attractive, then the mind has set the stage for giving favorable consideration to the housing itself. The best house, located in a slum, is unattractive and undesirable to most people. The monotony of many



ABOVE: RICK'S RANCHO MOTEL IN SANTA MARIA  
STONEHART STUDIO PHOTO  
BELOW: GENERAL MOTORS PLANT IN GOLETA  
NEWS-PRESS PHOTO



BELOW: LOMPOC MUNICIPAL SWIMMING POOL  
LOMPOC CHAMBER OF COMMERCE PHOTO





new housing tracts with their austere uniformity, even while clean and sanitary, are also unattractive to many.

What one sees on and from the street, therefore, is of paramount importance in developing a high quality of community appearance. This involves:

- street design - width, surfacing, landscaping
- building heights, setbacks and spacing
- location and design of public utility structures (poles and wires)
- location and quality of street lighting
- street furniture, which includes traffic and directional signs, bus benches, fire hydrants, mail boxes and trash receptacles.

The quality of the appearance of public places sets the standards for all private development. If the requirements assigned to the development of parks, schools, highways, civic facilities and public spaces of all types are not high, then there is little that might be expected of the individual property owner. On the other hand, the treatment of a golf course, a city park, a school ground will, if done well, have an impressive impact on individual behavior in the areas where these facilities are situated.

In non-residential districts, appearance becomes equally important. An industrial or commercial district can



ABOVE: SANTA MARIA CITY HALL  
SANTA MARIA STUDIO OF PHOTOGRAPHY PHOTO  
BELOW: DANISH STYLE BUILDINGS IN SOLVANG  
KING MERRILL PHOTO



be developed in close relationship to residential areas if appearance is given proper consideration through:

- providing for proper building architecture;
- having adequate setback areas and landscaping;
- providing for a high quality of maintenance;
- separating the uses by walls and space;
- maintaining only those types of uses that are compatible with residential areas;
- having a high standard of performance for the non-residential uses;
- designing the street systems to provide the greatest safety for residential traffic, both pedestrian and vehicular.

It is important to preserve open spaces in all sections of the community, to maintain the "green" quality that masses of landscaping afford. These spaces provide stabilizing influences on all properties about them. It may be true that land is considered too valuable to leave open, but every planned open space creates even greater values for nearby property. These open areas should be considered permanent rather than as in suspended animation awaiting future development. For if the latter attitude were to prevail, when development comes and the spaces have their greatest value, they would have disappeared.



ABOVE: EL PASEO SHOPS IN SANTA BARBARA  
NEWS-PRESS PHOTO  
BELOW: MONTECITO VILLAGE SHOPPING CENTER  
NEWS-PRESS PHOTO





Thus, in the General Plan, there must be a network of "open areas" about which development will take place. These open areas would include:

- parks and recreation spaces;
- flood control channels and basins;
- ocean, lakes, harbors, rivers;
- steep hillside areas;
- large groups of trees;
- special viewpoints, and places of scenic beauty;
- historical areas, botanical gardens;
- riding and hiking trails, camping grounds;
- beaches and parks related to them;
- plazas, squares and malls;
- buffers between residential and non-residential uses, to be maintained in order to preserve the integrity of both uses;
- open spaces in subdivisions, where cluster development is desired and where the area serves both as open space and an opportunity to gain the maximum quality of development through fine design; and,
- land that would be retained as permanent open space in the form of agriculture, where the soils and other conditions indicate that high economic return can be accomplished.

Standards for the planned siting of building should be developed in order to prevent the mass leveling of the hillsides in order to construct flat land homes. The development of these standards will do much to preserve the appearance of the County and will, at the same time, tend to reduce flood and slide hazards and the attendant costs and dangers related thereto.

Architectural control is not a phrase to be used lightly or in a reckless manner. Many communities do not seek to impose this type of regulation at all. In Santa Barbara, however, and in other areas of the country where people care about the appearance of their communities an effort is made to at least keep out the kinds of structures that would depreciate the values that are community-wide. This also protects the values that have, over the years, been carefully established on properties by persons who have already made their investments in an area. Architectural control is provided for in State law in those areas about the Civic Center. It likewise has its place in protecting historically important areas and places that are of concern to all of the people in the community. Care must be exercised in the application of these controls to assure the people that this regulation will not stifle good or unusual design, and that it will provide latitude for the use of new materials and ideas. On the other hand, the regulation must extend to the point where the total composition of buildings and spaces in these critical areas will be considered.

An important part of the planning process will be the identification of those areas where protection and enhancement of community appearance can be achieved, and of the measures which can be applied to this end.



DANISH COSTUMES AND WINDMILL IN SOLVANG  
KING MERRILL PHOTO  
BELOW: STREET TREES BEING PLANTED IN LOMPOC  
LOMPOC RECORD PHOTO



ABOVE: RAYTHEON CORPORATION BUILDING IN GOLETA  
NEWS-PRESS PHOTO  
BELOW: BILTMORE HOTEL IN MONTECITO  
NEWS-PRESS PHOTO



BELOW: GOLF TOURNAMENT AT SANTA MARIA  
STONEHART STUDIO PHOTO



ABOVE: DANISH LUTHERAN CHURCH IN SOLVANG  
SANTA YNEZ VALLEY TIMES PHOTO  
BELOW: SANTA YNEZ VALLEY HORSE RANCH  
NEWS-PRESS PHOTO





# THE CITIZENS ROLE IN PLANNING

Santa Barbara County has an unusually high level of citizen participation in its planning program. It cannot be overemphasized that the development of any successful plan for the future of the County depends on the continuance of this widespread citizen interest. Further, it is common knowledge that the best plans fall by the wayside without public understanding, acceptance and support of the planning proposals and policies set forth. The work of the Citizens' Committees, therefore, deserves recognition, and the suggestions made by them in the initial phase of their activities merit the closest consideration.

There are many areas in which the activities of the Citizens' Committees make most valuable contributions to the planning process:

- in the formulation of community goals and objectives;
- in evaluating planning proposals in community-wide terms, to ensure that community goals and objectives will be realized in the plan;
- in disseminating information about the plan and the planning process at the grass roots level, to secure the widest public understanding of the program;
- in participating at the hearings on the plan, to represent the broad community interest — the interest

of large numbers of individuals in areas where narrow interest may be seeking special benefits;

- in support of the plan after adoption, by seeking the fulfillment of those proposals which are desirable or essential to the health, safety and welfare at any given time;
- in backing financial support for the plan's effectuation, when necessary;
- in protecting the plan from disintegration by piecemeal change or through disregard of its proposals.

The work of the Committees as reported herein, therefore, has only started. The most important tasks lie ahead — both for the Citizens' Committees and for the County. Who are the Citizens on the Citizens' Committees for the Master Plan?

The Board of Supervisors appointed Committee chairmen in the five Supervisorial Districts in the County, each of whom was to select from a wide range of interests the persons who would make up his Committee. In each of the first, third and fifth Districts an additional Committee was established to achieve representation from all of the planning study areas which had been outlined. In the second District, which is nearly coextensive with the City of Santa Barbara, the Committee chairman was selected by both the Mayor and the Board member from that Dis-

trict, and a number of Subcommittees were formed to represent different areas of the City.

The study areas represented by Planning Committees, therefore, are:

Carpinteria-Summerland  
Montecito  
Santa Barbara City  
Goleta Valley  
Santa Ynez Valley  
Lompoc  
Santa Maria-Orcutt-Guadalupe  
Cuyama

The Committees met on many occasions. The work done by each was excellent, and most valuable in defining the goals and objectives of the County and its several communities. The Planning Consultant and one or more members of the County Planning staff attended these meetings and assisted the Committee members in defining their assignments. In all cases, care was taken to ensure that the ideas developed for each local area reflected citizen opinion rather than the views of the professional planners.

**WHO REPORTED** Reports have been submitted by the various Citizens' Committees as well as by individuals in a number of areas. The ideas expressed in the reports have been compiled to indicate those which represent a consensus and those which are individual views. All of the expressions which are pertinent to the General Plan have been included in the compilation. Ideas that do not pertain to the plan, such as those concerning zoning, have been set aside for future reference.

**HOW THE MATERIAL WILL BE USED** Given below is a brief summary of the main features of the Citizens' reports. In addition, those recommendations made which are in the nature of physical planning proposals will be indicated on maps to be used in the actual planning process. Those which are in the nature of general policy recommendations will be identified for use in the program.

**WHAT THE REPORTS CONTAINED** As might have been expected from committees selected on a local area basis, most of the ideas expressed had only local application. It appeared as though an agreement had been reached not to comment on issues which might be those of another area. However, some views were found to have common support, and these have County-wide application:

- Some agriculture should remain. (Goleta, Santa Maria, Carpinteria, Cuyama.)
- preserve open space to protect quality of areas. (Lompoc, Montecito, Santa Maria, Carpinteria, Cuyama.)
- protect the quality of development through high standards. (All areas.)
- plan for proper relationships between commercial, residential and industrial areas, and for their proper relationship to schools, parks and other open spaces. (All areas.)
- plan for more effective use of the beach lands. (All areas except Cuyama.)
- plan for better use of the terrain, with large lots in the hill areas and smaller lots in the level areas. (Carpinteria, Goleta.)



# FORMULATING THE PLAN

This year the General Plan for Santa Barbara County will be developed. Many of the ideas which will be expressed in the Plan will evolve from the research done as a "Basis for Planning."

It is anticipated that preliminary proposals will be formulated and then reviewed in depth with members of the Planning Commission—bringing their knowledge and understanding of the area into a realistic firming-up of the proposals. The results of this review would then be discussed with each of the Citizens' Committees throughout the County to gain additional suggestions and further strengthening of the Plan.

## COMMITTEE MEMBERS

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Only following this preliminary work will the Plan be brought to the public for their understanding and comment. Following this procedure, the Plan will then be subject to formal public hearings before the Planning Commission and the Board of Supervisors.

Once the Plan is adopted, it then becomes the guide for both public and private activities. The tools for its implementation—the zoning ordinance, subdivision regulations, capital improvements programs, etc.—should then be employed to carry out the policies expressed in the Plan for the protection and promotion of the community's health, safety and general welfare.

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ROBERT J. BIDDLE  
JOHN ADAMS  
LESLIE REED

(SUBMITTED SEPARATE REPORT FOR CUYAMA VALLEY)  
(SINCE HIS COMMITTEE REPORT MR. REED HAS MOVED  
AWAY AND HAS BEEN REPLACED BY HUB RUSSELL, JR.)

Many photographs and maps used in this report were  
made available by other agencies. We wish to express  
our appreciation to those listed below:

The United States Forest Service

United States Geological Survey

Santa Barbara News-Press

Santa Ynez Valley News

Lompoc Record

Santa Maria Chamber of Commerce

Lompoc Chamber of Commerce

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